Final Report

Feasibility Study Gordon Yard Diesel Shop

Presented to:





New Brunswick Department of Economic Development, Tourism and Culture Atlantic Canada Opportunities Agency

Presented by:



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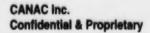
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EXECUTIVE SUMMARY

The Department of Economic Development, Tourism and Culture (EDT&C) has retained CANAC INC. to undertake a feasibility study for the Gordon Yard Diesel Shop.

A Private Investor purchased the Shop from Canadian National Railways (CN) at the beginning of 1999. The facilities consist of a building of over 250,000 square feet plus approximately 25 acres of land on which the building is situated.

Three overall objectives are: a) to develop a business plan on the possibility of utilizing surplus rolling stock offered by VIA Rail, evaluating added-value repair requirements; b) to develop a business plan on the possibility of remanufacturing/remodeling locomotives from VIA, CN, Short Lines, Private Companies and Tourist Operators; and c) to identify other potential opportunities which could utilize the available facilities. Accordingly, the Report is divided into three (3) sections: 1. Passenger Equipment, 2. Locomotive Repairs/Remanufacture and 3. Other opportunities.

Passenger Equipment

Business Environment

The report begins with a look at the interest of the market in self-propelled diesel multiple units (SDU). In recent times interest has grown in the use of these passenger cars as a transit mode for commuters and Short Line Operation.

A study was done in 1997 by the Transportation Research Board as to the potential application of Diesel Multiple Unit (DMU) Technology in North America.

At that time twenty-five (25) potential operators were considering DMU's for future application.

There are presently six known SDU operations in North America with a total of forty-three (43) units.

VIA Surplus Rolling Stock

A total of twenty-five (25) DMU also called RDC's (Rail Diesel Cars) by VIA Rail are surplus to VIA's requirements and available for sale. VIA also has a surplus of seven (7) Passenger cars for sale.

Inspections

CANAC carried out a visual inspection of each VIA unit recently and compiled a "condition assessment "sheet supported by photographs.

From this inspection a market value was arrived at and the estimated cost of added value to each car. A scope of work to restore each unit to a safe running condition was drawn up and an estimated cost for a typical car was done. The estimated cost for restoration of a typical RDC is \$387,000. The estimated cost to restore a typical VIA Rail Passenger car is \$280,000.







Shop tools

A list of tools to supplement those already on site and available in the shop was developed and priced costing an estimated \$100,000. This list assumes the mechanical employees hired would supply their own tool sets, which is standard in the industry

Staffing

The staffing required is based on the assumption that a lot of the restoration would be done by dismounting units having these restored by specialized firms and remounted. For this reason, it is suggested a staff of six qualified employees for start up be considered.

Required training for these employees would be minimal, as they should be highly skilled employees currently available in the local area.

Business Plan

A significant marketing effort would be required to firm up specific demands for restored/converted Rail Diesel Cars.

It is estimated a maximum of four RDC's per year would be restored and then leased at a daily rate of \$850.

It is assumed the seven Passenger Cars will be sold.

Recommendations

An in-depth market research should be done to firm up requirements and interest in the use if RDCs.

The surplus RDC units available for restoration are limited and the market is small therefore this type of operation is best seen as an "add-on" to a shop that is already running at less than capacity.

Locomotive Repairs/Remanufacture

Business Environment

The report covers the rail industry trend in the acquisition of locomotives for Class 1 Railroads, Short Lines and Private Industry. Generally Class 1 Roads purchase and own their new locomotives, although there are a few recent contracts of "Power by the Mile" whereby maintenance is contracted out to either GM or GE. Each railroad has a network of maintenance facilities located at strategic points on their lines.

Short Lines seem to offer the greatest opportunity for used locomotive sales and maintenance. It has been established that approximately 180 locomotives operate on Short Lines and Private Industries tracks within a 500-mile radius of Moncton; of this total 138 are in Canada.

The analysis made was based on being able to generate a workload resulting from 80% of the Short Lines fleet equivalent to 144 locomotives.

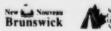
Shop Tools

The requirements for shop tools will be basically the same as what is required for the Passenger Equipment except for specialized tools depending on the type of locomotive, GM, GE or MLW.





CANAC Inc.



Staffing

The staffing required for locomotive repairs is based on major overhaul programs which would have major components reworked by specialized suppliers and have same reinstalled in the Moncton Shop. A staff of six qualified employees per unit will be required to provide a reasonable turnaround of 25 to 30 days.

Based on two units being worked on at any given time, this would require 12 tradesmen and a support staff of four.

Training would be minimum other than refresher courses in health and safety.

Business Plan

A maximum of 28 locomotives is assumed as a regular annual workload. This creates a requirement for a total of 16 positions including marketing activities.

The average cost to do a basic overhaul is \$150,000 per locomotive and bring in a revenue of \$232,000 per unit.

Recommendations

Devote skilled marketing efforts to acquire the overhaul business of locomotives from Short Line Operators.

Develop total maintenance contracts with Short Line Operators and Private Industries.

Other Opportunities

From the information gathered, this option offers very little potential workload. Most companies either have their own facilities for diesel engine repairs or are serviced by local contractors. Price and service may attract some business.

Conclusions

Throughout this study, optimistic forecast have been made in getting workload into the Shop.

Similarly optimistic assumptions have been made on the revenue side in particular the leasing of RDCs.

For the above reasons, an in-depth market analysis is required prior to any major investments in this venture.







RÉSUMÉ

Le ministère Développement économique, Tourisme et Culture a demandé à CANAC INC. d'entreprendre une étude de faisabilité portant sur l'atelier diesel du triage Gordon.

Au début de 1999, un investisseur privé a acheté au CN l'atelier, soit un bâtiment de plus de 250 000 pieds carrés construit sur quelque 25 acres de terrain.

Trois grands objectifs ont été fixés: a) élaborer un plan d'affaires pour déterminer s'il est possible d'utiliser le matériel roulant excédentaire mis en vente par VIA Rail et évaluer la valeur ajoutée des réparations à faire; b) élaborer un plan d'affaires afin de déterminer s'il est possible d'offrir un service de remise en état des locomotives à VIA, au CN, aux chemins de fer d'intérêt local, aux transporteurs privés et aux exploitants d'entreprise touristique; et c) trouver d'autres débouchés pour ces installations. Le rapport a donc été divisé en trois sections: 1. Matériel voyageurs 2. Réparation ou remise en état de locomotives 3. Autres débouchés.

Matériel voyageurs

Contexte commercial

Le rapport a d'abord étudié la place des automotrices diesels sur le marché. Les chemins de fer d'intérêt local, ainsi que les services de transport en commun qui utilisent ces voitures voyageurs pour desservir la banlieue, se sont montrés de plus en plus intéressés dernièrement.

En 1997, le Transportation Research Board a réalisé une étude sur les applications possibles de la technologie des automotrices diesels en Amérique du Nord.

Vingt-cinq exploitants envisageaient alors d'utiliser des automotrices diesels dans des projets futurs.

À l'heure actuelle, on recense en Amérique du Nord six exploitations d'automotrices diesels qui possèdent en tout quarante-trois unités.

Matériel roulant excédentaire de VIA

VIA Rail a mis en vente vingt-cinq automotrices diesel (appelées autorails diesels à VIA Rail), en plus de sept voitures voyageurs désignées excédentaires.

Inspections

CANAC a fait récemment l'inspection visuelle de chaque unité de VIA et établi une fiche d'évaluation de leur état, accompagnée de photographies.

Par suite de cette inspection, on a établi la valeur marchande de chaque wagon et le coût estimatif de la valeur ajoutée. On a ensuite préparé un énoncé des travaux de remise en état nécessaires à la sécurité de fonctionnement de chaque unité, accompagné d'une estimation pour un wagon type. Le coût estimatif de remise en état est de 387 000 \$ pour un autorail type et de 280 000 \$ pour une voiture voyageur VIA Rail type.







Outils d'atelier

Après avoir dressé la liste des outils déjà dans l'atelier, on a établi à environ 100 000 \$ le coût des outils qui doivent être ajoutés à l'inventaire. Cette liste ne comprend pas les outils que les employés mécaniciens embauchés fourniraient, comme c'est l'usage dans l'industrie.

Effectif

On a établi l'effectif nécessaire dans l'hypothèse où les unités seraient démontées, confiées en grande partie à des entreprises spécialisées, puis remontées. Dans ce contexte, on recommande d'envisager un effectif de six employés qualifiés pour débuter.

Le personnel, qui doit être constitué d'employés hautement qualifiés actuellement disponibles à l'échelon local, aurait besoin d'une formation minimale.

Plan d'affaires

Il faudrait consentir un vaste effort de marketing pour raffermir la demande d'autorails remis en état ou convertis.

On estime que quatre autorails pourraient être remis en état chaque année et qu'ils seraient loués au taux de 850 \$ par jour.

On présume que les sept voitures voyageurs seraient vendues.

Recommandations

Une étude de marché approfondie doit être réalisée pour confirmer les besoins et vérifier l'attrait exercé par les autorails.

Compte tenu du petit nombre d'autorals excédentaires à remettre en état et de la taille réduite du marché, ce type d'en reprise doit être envisagé comme une activité complémentaire pour un atelier qui foractionne en dessous de sa capacité.

Réparation ou remise en état de locomotives

Contexte commercial

Le rapport présente la tendance en matière d'acquisition de locomotives au sein du secteur ferroviaire, soit les chemins de fer de classe 1, les chemins de fer d'intérêt local et les transporteurs privés. De manière générale, les chemins de fer de classe 1 achètent des locomotives neuves et les entretiennent, malgré l'apparition récente de quelques ententes de «facturation au parcours» selon lesquelles l'entretien est imparti à GM ou à GE. Chaque chemin de fer a ses ateliers d'entretien situés à des endroits stratégiques de son réseau.

Les chemins de fer d'intérêt local semblent offrir le plus de débouchés pour la vente et l'entretien de locomotives usagées. On a constaté que, sur les quelque 180 locomotives qui circulent sur les voies des chemins de fer d'intérêt local et des transporteurs privés dans un rayon de 500 milles de Moncton, 138 sont au Canada.

L'analyse repose sur l'hypothèse qu'il serait possible de créer le volume de travail voulu à partir de 144 locomotives, soit 80 % du parc des chemins de fer d'intérêt local.









Outils d'atelier

À l'exception des outils spécialisés qui varient selon le type de locomotive (GM, GE ou MLW), on aura besoin essentiellement des outils d'atelier indiqués pour le matériel voyageurs.

Effectif

L'effectif nécessaire à la réparation de locomotives est calculé en fonction des programmes de révision générale, au cours desquels les principaux éléments seraient remis en état par des fournisseurs spécialisés et réinstallés à l'atelier de Moncton. Il faudra prévoir un effectif de six employés qualifiés par unité afin d'offrir un délai d'exécution raisonnable de 25 à 30 jours.

En supposant qu'on répare deux unités à la fois, il faudra douze ouvriers qualifiés et quatre employés de soutien.

À part les cours de recyclage en santé et en prévention, ces employés auraient besoin d'une formation minimale.

Plan d'affaires

En supposant une charge de travail annuelle régulière d'au plus 28 locomotives, il faudrait créer un total de 16 postes, y compris en marketing.

La révision de base coûterait en moyenne 150 000 \$ par locomotive et chacune rapporterait 232 000 \$.

Recommandations

Affecter du personnel qualifié en marketing auprès des chemins de fer d'intérêt local afin d'obtenir des contrats de révision des locomotives.

Élaborer des contrats d'entretien globaux avec les chemins de fer d'intérêt local et les transporteurs privés.

Autres débouchés

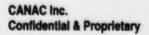
Selon l'information recueillie, cette option offre très peu de possibilités. La plupart des chemins de fer ont leurs propres ateliers de réparation de moteurs diesels ou sont desservis par des entrepreneurs locaux. Les prix et le service peuvent attirer une certaine clientèle.

Conclusions

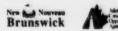
Cette étude repose sur des prévisions optimistes quant à la capacité de remplir le carnet de commandes de l'atelier.

De même, des hypothèses optimistes ont été faites quant aux revenus possibles, en particulier du côté de la location des autorails.

Pour ces raisons, il convient de réaliser une étude de marché complète avant d'investir une somme importante dans cette entreprise.







1. INTRODUCTION

1.1 Background

Canadian National Railways owned a rail locomotive maintenance shop in Moncton, NB, that was sold to a private investor at the end of 1998. Prior to operating changes by CN, this facility was used to service a locomotive fleet of up to 200 units. This facility was staffed with qualified tradesmen who performed various maintenance activities on diesel locomotives.

This building has three levels and over 200,000 square feet of working area in this facility.

This investor also owns the entire track infrastructure and some twenty-five acres of land surrounding the building. The private investor is presently investigating business opportunities to set up in this facility. The Province of New Brunswick's Department of Economic Development, Tourism and Culture has mandated CANAC INC to perform a feasibility study on the refurbishing VIA Rail surplus rolling stock, the possibility of remanufacturing/remodeling locomotives and identify any other potential opportunities which could utilize the available facilities.

The Province of New Brunswick and Atlantic Canada Opportunities Agency (ACOA) jointly fund this study.

1.2 Objective of the Study

The overall objectives of this study are:

- Develop a business plan on the possibility of utilizing surplus rolling stock offered by VIA Rail;
- Develop a business plan on the possibility of remanufacturing/remodeling locomotives for VIA, CN, Short Lines, Private Companies and Tourist Operators;
- Identify other potential opportunities, which could utilize the available facilities under study.







2. A) PASSENGER EQUIPMENT

2.1 Market Potential

Interest in the RDC market has heightened in recent times due to the unit's solid construction and the fact that it meets US federal safety standards. This despite the age of the cars and their maintenance costs, which are considerable. Commuter rail as a transit mode is growing in popularity and operators are looking for alternatives to locomotive-hauled push-pull equipment.

A 1997 study undertaken by the Transportation Research Board Committee on Commuter and Regional Rail found that out of 50 potential operators, 4 were currently operating DMUs (Diesel Multiple Units), 2 were actively implementing DMU plans, 19 did not foresee DMU use and 25 were considering DMUs for future application.¹

In 1999, it would appear that there are probably less than 18 organizations considering DMUs for future applications, down from the 25 considering it in the 1997 study, a drop of about 25%. Those confirmed recently include the Oregon Department of Transport, the GCRTA (Cleveland) and others in the Ohio area. (BC Rail is presently looking for 5 cars to backfill their present fleet during overhaul work).

The main components of a potential market for rehabilitated RDCs would be entry market vehicles for new commuter lines and an alternative to new car purchases for current users.

The 1997 survey also found that commuter rail operators do intend to acquire new rolling stock over the next decade due to either route expansion or increases infrequency. Potential new operations are also increasingly "on the drawing board". Under certain circumstances, there are potential applications for DMU technologies within these commuter rail expansions and new operations. In today's market, the average annual workload would probably be 5 upgrades and 5 overhauls of RDCs.

It should be noted however that the basic trend is to new DMU car technology, i.e. IC-3, ALICE, X-TER designs rather then rebuilds. A major impediment aside from the cost of the newer technology, that all these designs are non-compliant with FRA structural requirements. Manufacturers have signaled their intention to modify these units to meet FRA requirements, but none have yet done so. Therefore, if a rebuild can be proposed as a "lower-cost" and compliant alternative (while meeting other specific requirements and individual concerns of operators), it may be an attractive option, especially to price-conscious commuter agencies.



¹ Transportation Research Board, Committee on Commuter and Regional Rail. <u>1997 Survey of Potential North America Applications for Emerging DMU Technologies</u>, Geri Pieri and David Nelson KKO Associates, Andover, MA



2.2 Current RDC Operators

VIA Rail 5 cars

Alaska RR 5 cars

Cape May- New Jersey 4 cars

BCRail 11 cars

Dart, Dallas TX 13 cars

NY Susquehanna & 3 cars

Western Railway

Other 2-3 cars

2.3 Competition

In terms of other players, eight shops could and probably would be contenders for rehabilitation and maintenance work, they are:

- BCRail they already have the necessary equipment and surplus labor available.
- 2. VIA Rail at existing or recently abandoned shops
- ALSTOM AMF Montreal, although they are seen as a high cost and somewhat inefficient player.
- 4. **Supersteeel, Seattle** although geographically remote as competition, they have recently assemble Talgo Trains.
- 5. New York Susquehanna and Western Railway, Utica, NY minimal capacity shop.
- Canadian allied Diesel (CAD), Lachine, Quebec presently involved in rolling stock maintenance.
- Charny, Quebec shop purchased from CN recently. Involved in the repair
 of rolling stock and track maintenance work equipment.
- 8. Capreol, Ontario shop purchased from CN recently. Similar to Charny as both shops belongs to the same owner.



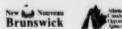




3. VIA SURPLUS EQUIPMENT

A visual inspection was done recently of each RDC unit in two (2) locations as well as the surplus Passenger Cars which are available for sale. Photographs were taken of the various units to show the existing condition. There were a total of twenty-five (25) RDC's: six (6) in Montreal and nineteen (19) in Toronto. A total of seven (7) Passenger Cars were all in Montreal. The following pages show a sample of the passenger car / condition assessment sheets used during the visual inspection.





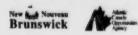


3.1 Condition Assessment Sheet Sample

Visual Inspection Sheet PASSENGER CAR / CONDITION ASSESSMENT Car Number: Type: Inspected by: Location: Date: Year Built: Mileage: Last Major Shopping: 2- Requires light intervention 1- Serviceable as is 3-Unserviceable (0-50 hours) (51-400 hours) CLASSIFICATION: APPRAISAL: 3 8 10 **GENERAL COMMENTS:** CONDITION REMARKS UNDERFRAME SITUATION Center Sill Side Sills **End Sills Cross Bearers** Needle Beams Couplers & Gears Buffers / Stems CONDITION REMARKS STRUCTURE SITUATION Vandalized Side Sheeting and **Posts** Roof **Vestibule Doors** Vestibule Steps **Trap Doors** Diaphragms & Canvas

Platform



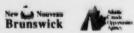




| TRUCKS | SITU | | CONDITION | | | REMARKS | |
|-------------------|--------|--------------|------------|-----------|-------|---------|---------|
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| 4-Wheels I.S.H. | | | | | | | |
| Wheel slip device | | | | | | | |
| Springs | | | | | | | |
| Wheels | | | | | | | |
| AIR BRAKES | | ATION | | | DITIC | | REMARKS |
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| D-22, 26L systems | | | | | | | |
| Control Valves | | | | | | | |
| Reservoirs | | | | | | | |
| Hand Brakes | | | | | | | |
| HEATING | | ATION | | | DITIO | | REMARKS |
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | | | | | | | |
| Overhead Coils | | | | | | | (|
| AIR COND. | SITU | ATION | | CONDITION | | | REMARKS |
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Freon 12 System | | | | | | | |
| Condenser | | | | | | | |
| Evaporator | | | | | | | |
| Compressor | | | | | | | |
| ELECTRIC | SITU | ATION | | CON | DITIO | | REMARKS |
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| 110/220 Volts DC | | | | | | | |
| DC Generator | | | | | | | |
| Batteries | | | | | | | |
| Control Panel | | | | | | | |
| Lighting | | | | | | | |
| Main Blower Fans | | | | | | | |

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| ELECTRIC (Cont'd) | SITUATION | | | CONDITION | | | REMARKS |
|-----------------------------|-----------|--------------|------------|-----------|-------|------|---------|
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Exhaust Fans | | | + | | | | |
| Refrigeration | | | | | | | |
| Microwave | | | | | | | |
| Inverter / Alternator | | | | | | | |
| Appliances | | | | | | | |
| WATER SANITATION | SITU | IATION | | | DITIO | | REMARKS |
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Water Tank & Casing | | | | | | | |
| Plumbing | | | | | | | |
| Toilets | | | | | | | |
| Basins | | | | | | | |
| COSMETICS / AMENITIES | SITUATION | | | CONDITION | | | REMARKS |
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Exterior Paint | | | | | | | |
| Seats | | | | | | | |
| Upholstery | | | | | | | |
| Carpets | | | | | | | |
| Interior Finish | | | | | | | |
| Sashes | | | | | | | |
| End Door and Locks | | | | | | | |
| Washroom Doors and Locks | | | | | | | |
| Window Blinds | | | | | | | |







| POWER PACKAGE | SITUATION | | | CON | IDITIO | N | REMARKS | |
|---------------------------|-------------|--------------|------------|------|--------|------|----------------|------------|
| | Intact | Cannibalized | Vandalized | Good | Fair | Poor | | |
| Engines / Transmission | | | | | | | | |
| Engine Pans | | | | | | | | |
| Spicer Shafts | | | | | | | | |
| Air Compressor | | | | | | | | |
| Fuel Tank | | | | | | | | |
| Exhaust System | | | | | | | | |
| Brake Control Valves | | | | | | | 1 | |
| Event Recorder | | | | | | | | |
| Bells / Horns | | | | | | | | |
| Radiators | | | | | | | | |
| | | | | | | | | |
| OTHERS | , | | | | | | | |
| WHEEL DATA | L1 - 2 | 2 IN. | | L2 | - 21/2 | N. | L3 - 1 5/8 IN. | L4 - 2 IN. |
| | F | 11 | | | R2 | | R3 | R4 |
| Inspecte | d By: | | | | | | | |
| | (Signature | 9) | | _ | | | | (Date) |





See Appendix I for condition assessment sheet and photograph of each unit inspected.

A <u>scale of value</u> has been developed based on the visual inspections of each RDC unit and the expert knowledge of the inspector.

The **scope of work** required to restore passenger cars and RDC's was identified for a basic operation. A prospective client may require specific needs, which would add to the estimated cost for a typical coach car or RDC.

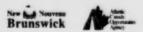
An <u>estimate cost</u> was done for the restoration/conversion of a typical VIA Rail RDC and a typical Rail Passenger Car. Scale of Value, Scope of Work and Estimates are shown below:

3.2 Scale of Value - VIA Rail R.D.C. Cars

| Car# | Location | Туре | Seating | Rating* | Estimated Market Value | Estimated Cost of Added Value | Capital Cost |
|------|----------|---------|---------|---------|---------------------------|-------------------------------|--------------|
| 6105 | Toronto | RIC1-S | 64 | 6 | \$105,000 | \$337,000 | \$442,000 |
| 6114 | Toronto | RDC1-S | 64 | 7 | \$110,000 | \$342,000 | \$442,000 |
| 6119 | Toronto | RIDC1-S | 64 | 5 | \$100,000 | \$342,000 | \$442,000 |
| 6122 | Toronto | RIDC1-S | 68 | 4 | \$95,000 | \$347,000 | \$442,000 |
| 6136 | Toronto | RDC1 | 74 | 6 | \$95,000 | \$337,000 | \$432,000 |
| 6137 | Montreal | RDC1 | 64 | 5 | \$90,000 | \$342,000 | \$432,000 |
| 6140 | Montreal | RDC1-S | 64 | 4 | \$95,000 | \$347,000 | \$442,000 |
| 6143 | Montreal | RDC1-S | 64 | 5 | \$100,000 | \$342,000 | \$442,000 |
| 6200 | Toronto | RDC2-S | 50 | 7 | \$100,000 | \$332,000 | \$432,000 |
| 6202 | Toronto | RDC2-S | 50 | 8 | \$105,000 | \$327,000 | \$432,000 |
| 6206 | Toronto | RDC2 | 54 | 5 | \$80,000 | \$342,000 | \$422,000 |
| 6207 | Toronto | RDC2-S | 58 | 3 | \$80,000 | \$352,000 | \$432,000 |
| 6208 | Toronto | RDC2 | 58 | 8 | \$95,000 | \$327,000 | \$422,000 |
| 6212 | Toronto | RDC2-S | 48 | 8 | \$105,000 | \$327,000 | \$432,000 |
| 6213 | Toronto | RDC2 | 60 | 5 | \$80,000 | \$342,000 | \$422,000 |
| 6214 | Toronto | RDC2-S | 50 | 8 | \$105,000 | \$327,000 | \$432,000 |
| 6216 | Toronto | RDC2 | 58 | 3 | \$70,000 | \$352,000 | \$422,000 |
| 6217 | Toronto | RDC2-S | 58 | 5 | \$90,000 | \$342,000 | \$432,000 |
| 6219 | Toronto | RDC2 | 58 | 8 | \$95,000 | \$327,000 | \$422,000 |
| 6220 | Toronto | RDC2 | 58 | 3 | \$70,000 | \$352,000 | \$422,000 |
| 6221 | Montreal | RDC2 | 60 | 4 | \$75,000 | \$347,000 | \$422,000 |
| 6222 | Montreal | RDC2 | 60 | 3 | \$70,000 | \$352,000 | \$422,000 |
| 6223 | Toronto | RDC2 | 56 | 5 | \$80,000 | \$342,000 | \$422,000 |
| 6224 | Toronto | RDC2 | 58 | 2 | \$65,000 | \$357,000 | \$422,000 |
| 6225 | Montreal | RDC2-S | 52 | 4 | \$85,000 | \$347,000 | \$432,000 |

*Scale from 1 to 10 (10 = Complete and serviceable car with good structure)





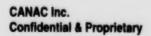
3.3 Scope of Work - VIA Rail R.D.C. Cars

- · Bench overhaul of two (2) diesel engines and twin disc transmission
- · R.I.P. of engine pans
- · Control repairs to trucks
- . C.O.T.S. of air brakes and control valves
- Test and repair in kind of electrical system, control panels and event recorders
- Renew batteries
- Test and repair in kind of water system and sanitation (water flush toilets)
- Conversion of existing air conditioning system to environment compatible system
- · Test and repair in kind of heating system
- Repair in kind vestibule and control cab hardware and weather-strips
- Repair in kind broken or condensated window sashes
- Examine and repair in kind seats, inside hardware and other cosmetic elements
- · Blow-shampoo upholstery and carpets
- Prepare/prime/paint car ends and letter boards patch paint interior surfaces as required
- · Examine underframe components and repair in kind as required

3.4 Estimated cost for restoration/conversion - Typical VIA Rail R.D.C. Cars

| Anatomy | Labor Hours | Outsourcing & Material Costs |
|--|-------------|------------------------------|
| | | 5 |
| Underframe/couplers/buffers/pilots | 120 | 2,500 |
| Structure | 90 | 1,500 |
| Vestibules/Operator's cabin | 80 | 3,000 |
| Trucks | 420 | 25,000 |
| Airbrakes & controls | 60 | 15,000 |
| Water & sanitation | 60 | 1,000 |
| Electrical /control panels/lighting/event/recorder | 250 | 22,000 |
| DC generators and motors | 40 | 12,000 |
| Batteries & Boxes | 20 | 9,000 |
| Air conditioning system | 30 | 15,000 |
| Heating system | 20 | 2,000 |
| Interior/amenities | 250 | 7,000 |
| Sashes | 60 | 5,000 |
| Paint & stencils | 80 | 1,000 |
| Power package | 80 | 88,000 |
| Engine pans | 40 | 1,500 |
| Radiators | 30 | 3000 |
| Trim test | 100 | 1,000 |
| Total | 1,830 | \$214,500 |

| 1,830 @ \$60 Materials & Outsourcing | \$109,800 \$214,500 |
|---|------------------------|
| Sub-total | \$324,300 |
| Contingencies (10%) | \$32,430 |
| Total | \$356,730 |
| Say | \$357,000 |









3.5 Scale of values - Via Rail Blue & Yellow Passenger Cars

| Car# | Location | Туре | Rating* | Estimated Market Value | Estimated Cost of Added Value | Capital Cost |
|------|----------|--------------------|---------|---------------------------|-------------------------------|--------------|
| 3235 | Montreal | 72 Seats/Snack Bar | 6 | \$40,000 | \$280,000 | \$320,000 |
| 5439 | Montreal | 76 Seats | 6 | \$30,000 | \$280,000 | \$310,000 |
| 5443 | Montreal | 76 Seats | 8 | \$40,000 | \$270,000 | \$310,000 |
| 5503 | Montreal | 76 Seats | 9 | \$45,000 | \$265,000 | \$310,000 |
| 5518 | Montreal | 76 Seats | 8 | \$40,000 | \$270,000 | \$310,000 |
| 5589 | Montreal | 76 Seats | 8 | \$40,000 | \$270,000 | \$310,000 |
| 5647 | Montreal | 76 Seats | 7 | \$35,000 | \$275,000 | \$310,000 |

Scale from 1 to 10 (10 = Complete and serviceable car with good structure)

3.6 Scope of work - Via Rail Blue & Yellow Passenger Cars

- Provision and installation of new metal sash contours
- > Restoration of thermo sashes to original configuration with new rubber
- C.O.T.S. of airbrakes
- > Control repairs to trucks
- > Restoration in kind of water system and sanitation (water flush dump type)
- > Provision and installation of 480 volt trainline and electrical control panel
- Provision and installation of 480 volt H.V.A.C. unit
- > Restoration in kind of seats upholstery, carpets and cosmetic elements
- Preparation / prime / paint and stencil
- Removal of steam and DC electrical components







3.7 Estimated cost for restoration/conversion – Typical VIA Rail Blue & Yellow Passenger Cars

| Anatomy | Labor Hours | Outsourcing & Material Costs |
|---------------------|-------------|------------------------------|
| | | 5 |
| Underframe | 80 | 3,000 |
| Structure | 300 | 5,000 |
| Vestibules | 40 | 1,000 |
| Sashes | 80 | 10,000 |
| Airbrakes | 24 | 5,000 |
| Trucks | 300 | 10,000 |
| Water/Sanitation | 60 | 2,000 |
| Electrical – H.E.P. | 320 | 30,000 |
| H.V.A.C. | 120 | 50,000 |
| Interior/Amenities | 250 | 10,000 |
| Painting/Cosmetics | 300 | 3,000 |
| Stripping | 120 | 0,000 |
| Trim & Tests | 80 | 1,000 |
| Total | 2.074 | \$130,000 |

2,074 © \$60 \$ 124,440 Materials & Outsourcing 130,000 Sub-total \$254,440 Contingencies (10%) 25,440 Total \$279,880 CDN Say \$280,000 each





4. CAPITAL COST REQUIREMENTS

4.1 Rolling Stock

The capital cost of acquisition of RDC units varies from and estimated low of \$65,000 to a high of \$110,000.

The estimated cost to restore a typical VIA Rail RDC Car to provide a sound and safe operating car is in the order of \$387,000.

The transportation cost from Toronto to Moncton is in the order of \$5,000/per unit, whereas the cost of transportation from Montreal is approximately \$3,300.

4.2 Shop Equipment and Tools

Refer to Appendix II for list of tools and unit costs.

In the industry today, it is common to have qualified mechanics come to work with their personal tool set. This assumption was made in the development of the supplement tool list.

To supplement the existing tools and equipment available in the shop, it is estimated that an investment of \$100,000 will be required.





5. PERSONNEL AND TRAINING REQUIREMENTS

The following staffing arrangement is based on the assumption that the use of kits for repairs/restoration/conservation would be done off property for such items as air conditioning units, power package, rail trucks, air brakes and controls and electrical control panels.

It is suggested two or more units are worked on simultaneously to provide efficient use of the staff. The work requires various pieces of equipment to be dismounted and sent away for refurbishing creating down time on each car, with two or more cars the work can be staggered to make better use of the staff available.

The following staff is recommended for a start-up operation:

- One (1) Supervisor/Technical Specialist
- One (1) Material/Clerical Employee
- Two (2) Skilled Mechanical Employees
- One (1) Skilled Electrical Employee
- One (1) Skilled Carman with excellent welding and pipefitting qualifications.

Training should be minimal providing highly skilled former Canadian National Employees are hired. It will be necessary to consider refresher courses in the area of air brake testing, workplace hazardous information management system (W.H.I.M.S.), blueprint reading and shop safety operation.







6. BUSINESS PLAN

An optimistic forecast indicates a potential demand of a maximum of five RDCs to be refurbished and five to be overhauled annually.

It will be essential to put in place an aggressive marketing plan to stimulate the demand and develop concrete requests for refurbished Rail Diesel Cars.

The estimated costs for restoration/conversion of RDCs contemplates renewing in-kind the required components except the water/sanitation system. To put in a system that is environmentally friendly will cost an estimated \$30,000 per unit.

It is estimated that for each RDC the purchase price will be approximately \$90,000 and the upgrade cost will be \$387,000 for a total cost of \$477,000.

The purchase price and upgrade cost of Passenger Cars is estimated at \$320,000 purchases price of \$40,000 and upgrade cost of \$280,000.

Assuming the demand can be firmed up at four RDCs annually, a dry lease option @ \$850/day seems reasonable and obtainable.

This would generate annual revenue of over \$300,000 per unit.

It has been assumed that the Passenger Cars would be sold at a price of \$500,000 each, compared to an estimated \$2.5 million (CDN) for a new car.

Following are the Economics developed for RDCs, Passenger Cars and Locomotives.



Capital investment and Operating costs

| | Capital Investment | Operating Costs |
|--|--------------------|------------------------|
| 4 RDC / Year for 6 years | | |
| Purchasing Price :(\$90K per RDC Car) | \$360,000 | |
| Upgrading Cost :(\$387K per RDC Car) | \$1,548,000 | |
| Total: | \$1,908,000 | |
| 7 Passenger Cars | | |
| Purchasing Pri ice : (\$ 40K per Passenger Car) | \$280,000 | |
| Upgrading Cos :(\$280K per Passenger Car) | \$1,960,000 | |
| Total: | \$2,240,000 | |
| Locomotive Repairs Cost | | |
| Cost (based on 28 lococomotives per year) | | \$4,200,000 |
| Other Costs: | | |
| Tools | \$100,000 | |
| Shop Material | | \$150,000 |
| Heating | | \$100,000 |
| Electricity | | \$80,000 |
| Phone: (5x75x12)+2,000 long distance | | \$6,500 |
| Sales & Marketing | | \$150,000 |
| Direct Labor (included in the restoration cost) | | \$0 |
| Indirect Labor (3 employees) and fringes @ 30% | | \$136,500 |
| | \$100,000 | \$623,000 |
| Revenues | | |
| Dry Lease of the RDC Cars @ \$850 per day per car. Per year starting Y-1 | \$1,241,000 | |
| Sale of the Passenger Cars at \$500,000 each . One time Revenue Y-! | \$3,500,000 | |
| Locomotives Repair (28 loco x \$232,000). Every year starting Y-0 | \$6,496,000 | |
| Total Revenues: | \$11,237,000 | |

Cash Flow Transactions

Capital Investment

| Capital Inve | stment | | | | | | | | | | |
|--------------|--------------------|--------------|-------------|-------------|--------------|--------------|--------------|-----------------------------|-------------|-------------|--------------|
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| Tools | \$100,000 | \$0 | \$0 | \$0 | so | | | | | | |
| RDC | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | 40 | - WO | | | \$0 | \$0 | \$0 |
| Passenger | \$2,240,000 | \$0 | \$0 | | | | | | \$0 | \$0 | |
| | \$4,248,000 | | \$1,908,000 | \$1,908,000 | | 40 | | | \$0 | \$0 | |
| | , | 0.1000,000 | 41,300,000 | 31,300,000 | \$1,908,000 | \$1,908,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Revenues | | | | | | | | | | | |
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | ** * | |
| | | | | | | 1-5 | 1-0 | 1-/ | 1-8 | Y-9 | Y-10 |
| RDC | \$0 | \$1,241,000 | \$2,482,000 | \$3,723,000 | \$4,964,000 | \$6,205,000 | \$6,205,000 | \$6,205,000 | \$6 00E 000 | ********* | |
| Passenger | \$0 | \$3,500,000 | \$0 | \$0 | \$0 | \$0 | \$0,203,000 | \$0,205,000 | \$6,205,000 | \$6,205,000 | \$6,205,000 |
| Loco | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | | \$0 | \$0 | \$0 |
| | \$6,496,000 | \$11,237,000 | \$8,978,000 | | \$11,460,000 | \$12,701,000 | \$12,701,000 | \$6,496,000 \$12,701,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 |
| Operating Co | OST | | | | | | | ,, | | 412,701,000 | \$12,701,000 |
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| RDC | \$0 | \$0 | \$0 | *** | | - | | | | | |
| Passenger | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Shop Cost | \$623.000 | \$623,000 | \$623,000 | \$0 | \$0 | \$0 | \$0. | \$0 | \$0 | \$0 | \$0 |
| Loco | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 |
| | \$4,200,000 | \$4,200,000 | | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 |
| | * *,E00,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 |
| Gross Income | (revenues - E | xpenses) | | | | | | | | | |
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| | \$2,296,000 | \$7,037,000 | \$4,778,000 | \$6,019,000 | \$7,260,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 |

Assumptions

Hurdle Rate is @ 25% Taxes are @ 39.8% Depreciation is @ 10% Salvage Value after 6/10 years :(\$120K per RDC Car) = \$2,880,000 Life of Contract (n= 6 years) leaving year zero for investment only and locomotives repair revenues. Life of Contract (n=10years) leaving year zero for investment only and locomotives repair revenues.

Economics Summary

| | For 6 Years | For 10 Years |
|------------------------------|--------------|--------------|
| Cost of Capital | 25.00% | |
| Cumulative Net Present Value | 2,177,794.00 | 25.00% |
| Internal Rate of Return | 37.95% | 4,801,702.00 |
| Discounted Payback in years | 37.55% | 43.87% |
| Costs Margin Ratio | 20.554 | 5.2 |
| Savings Margin Ratio | 29.55% | 60.67% |
| Profitability Ratio | 22.81% | 37.76% |
| Tallo | 1.30 | 1.61 |

Economics Definitions

<u>Cumulative Net Present Value. (CNPV)</u>
The cumulative net present value is the sum of all the project's discounted cash flow after tax. It measures the project's real contribution expressed in today's dollars after taxes. The cash flows are discounted to take into account the time value of money, and calculated after tax to measure their impact on the firm's net worth.

Internal Rate of Return. (IRR)

The internal rate of return is the break-even cost of capital, and break-even means that the project's contribution is nil. In other words, if a project's net present value is positive this implies that its financial rewards are greater than its costs.

Discounted Pay-back Period.(DPBP)

The discounted payback period measures the time required to recover the investment in a project. For example, let's assume that an upfront investment of \$10,000.00 generates a discounted income stream of \$2,000.00 per year, the payback period is then five years.

Costs Margin Ratio.(CMR)

The costs margin ratio measures the extent by which the project costs may vary until the break even is reached. It is a quick indication of the project's sensitivity to cost fluctuations.

Savings Margin Ratio. (SMR)

The savings margin ratio measures the extent by which the project benefits or savings may vary until the break even is reached. It is a quick indication of the project's sensitivity to fluctuations in benefits.

Profitability Ratio.(PR)

The profitability ratio is measures the number of dollar generated for each dollar invested, and it is not the same as the internal rate of return.

Project Name = Gordon Yard Economics for 6 Years - RDC/Passenger Cars and Locomotive repairs

| Period | Year | Capital Expenditure | Operating Expense | | Capital Cost Allowance | Tax Rate | | After Tax CCA | | After Tax Cash Outflow | NPV Factor | | After Tax PV Cash Outflow | (| Cumulative After Tax PV Cash Outflow |
|--------|---------|------------------------|----------------------|----|---------------------------|----------|----|------------------|----|------------------------|---------------|----|------------------------------|----|---|
| 0 | 1999 \$ | (4,248,000.00) \$ | | \$ | 212,400.00 | 39.8% | \$ | 84,535.20 | \$ | (4,163,464.80) | 1.0000 | \$ | (4,163,464.80) | 3 | (4.163,464.80) |
| 1 | 2000 \$ | (1,908,000.00) \$ | | \$ | 498,960.00 | 39.8% | 3 | 198,586.08 | \$ | (1,709,413.92) | 0.8000 | \$ | (1,367,531,14) | | (5,530,995.94) |
| 2 | 2001 \$ | (1,908,000.00) \$ | | \$ | 639,864.00 | 39.8% | \$ | 254,665.87 | \$ | (1,653,334.13) | 0.6400 | \$ | (1,058,133.84) | | (6,589,129.78) |
| 3 | 2002 \$ | (1,908,000.00) \$ | | 3 | 766,677.60 | 39.8% | | 305,137.68 | \$ | (1,602,862.32) | 0.5120 | \$ | (820,665.51) | | (7,409,795.28) |
| 4 | 2003 \$ | (1,908,000.00) \$ | | 3 | 880,809.84 | 39.8% | | 350,562.32 | \$ | (1,557,437.68) | 0.4096 | | (637,926.48) | | (8.047.721.76) |
| 5 | 2004 \$ | 972,000.00 \$ | | \$ | 695,528.86 | 39.8% | 3 | 276,820.48 | 3 | 1,248,820,48 | 0.3277 | - | 409,213.50 | | (7,638,508.26) |
| 6 | 2005 \$ | . 5 | | 3 | 721,375.97 | 39.8% | 8 | 287.107.64 | \$ | 287.107.64 | 0.2621 | - | 75,263.54 | | (7,563,244.72) |
| | | | | \$ | 6,482,284.69 | | \$ | 2,579,949.31 | | | | \$ | 193,534.82 | \$ | (7,369,709.90) |

| Period | Year | Cash Inflow | | Income Tax | | After Tax Cash Inflow | NPV Factor | After Tax PV Cash Inflow | C | rumulative After Tax PV Cash Inflow | | Cumulative Net Present Value |
|--------|---------|--------------|-------|--------------------|----|--------------------------|---------------|-----------------------------|---|-------------------------------------|----|---------------------------------|
| 0 | 1999 | | 39.8% | \$ | \$ | | 1.0000 | | 5 | | \$ | (4,163,464.80) |
| 1 | 2000 \$ | 2,296,000.00 | 39.8% | \$ 913,808.00 | 3 | 1,382,192.00 | 0.8000 | 1,105,753.6 | 3 | 1,105,753.60 | \$ | (4,425,242.34) |
| 2 | 2001 \$ | 7,037,000.00 | 39.8% | \$ 2,800,726.00 | \$ | 4,236,274.00 | 0.6400 | \$ 2,711,215.3 | 3 | 3,816,968.96 | \$ | (2,772,160.82) |
| 3 | 2002 \$ | 4,778,000.00 | 39.8% | \$ 1,901,644.00 | \$ | 2,876,356.00 | 0.5120 | 1,472,694.2 | | 5,289,663.23 | 5 | (2,120,132.05) |
| 4 | 2003 \$ | 6,019,000.00 | 39.8% | \$ 2,395,562.00 | \$ | 3,623,438.00 | 0.4096 | 1,484,160.2 | 5 | 6,773,823.44 | | (1,273,898.32) |
| 5 | 2004 \$ | 7,260,000.00 | 39.8% | \$ 2.889,480.00 | \$ | 4,370,520.00 | 0.3277 | | - | 8.205.955.43 | | 567,447.17 |
| 6 | 2005 \$ | 8,501,000.00 | 39.8% | \$ 3,383,398.00 | \$ | 5,117,602.00 | 0.2621 | | | 9,547,504.09 | - | 1,984,259.37 |
| | | | | | | | | | | -,, | 5 | 2,177,794.19 |

| Cost of Capital = | 25.00% |
|--------------------------------|-----------------|
| Cumulative Net Present Value = | \$ 2,177,794 |
| Internal Rate of Return = | 37.95% |
| Discounted Payback in years = | 4.7 |
| Costs Margin Ratio ≈ | 29.55% |
| Savings Margin Ratio = | 22.81% |
| Profitability Ratio = | 1.30 |
| | |

Project Name 9 Gordon Yard Economics for 10 Years - RDC/Passenger Cars and Locomotive Repairs

| Period | Year | Capital Expenditure | Operating Expense | | Capital Cost Allowance | Tax Rate | | After Tax CCA | After Tax Cash Outflow | NPV Factor | | After Tax PV Cash Outflow | | nulative After Tax V Cash Outflow |
|--------|---------|------------------------|----------------------|------|---------------------------|----------|----|------------------|---------------------------|---------------|----|------------------------------|----|--------------------------------------|
| 0 | 1999 \$ | (4,248,000.00) \$ | | \$ | 212,400.00 | 39.8% | \$ | 84,535.20 | \$ (4, 163, 464.80) | 1.0000 | \$ | (4,163,464.80) | 5 | (4,163,464.80) |
| 1 | 2000 \$ | (1,908,000.00) \$ | | . \$ | 498,960.00 | 39.8% | \$ | 198,586.08 | \$ (1,709,413.92) | 0.8000 | \$ | (1,367,531.14) | 3 | (5,530,995.94) |
| 2 | 2001 \$ | (1,908,000.00) \$ | | | 639,864.00 | 39.8% | \$ | 254,665.87 | \$ (1,653,334.13) | 0.6400 | \$ | (1,058,133.84) | 3 | (6.589, 129.78) |
| 3 | 2002 \$ | (1,908,000.00) \$ | | . \$ | 766,677.60 | 39.8% | 3 | 305,137.68 | \$ (1,602,862.32) | 0.5120 | 3 | (820,665.51) | 3 | (7,409,795,28) |
| 4 | 2003 \$ | (1,908,000.00) \$ | | | 880,809.84 | 39.8% | \$ | 350,562.32 | \$ (1,557,437.68) | 0.4096 | \$ | (637,926.48) | 3 | (8,047,721.76) |
| 5 | 2004 \$ | (1,908,000.00) \$ | | . \$ | 983,528.86 | 39.8% | \$ | 391,444.48 | \$ (1,516,555.52) | 0.3277 | \$ | (496,944.91) | 3 | (8,544,666.67) |
| 6 | 2005 \$ | - \$ | | . \$ | 980,575.97 | 39.8% | \$ | 390,269.24 | \$ 390,269.24 | 0.2621 | 3 | 102,306.74 | \$ | (8,442,359.93) |
| 7 | 2006 \$ | . \$ | | | 882,518.37 | 39.8% | \$ | 351,242.31 | \$ 351,242.31 | 0.2097 | 3 | 73,660.85 | 3 | (8,368,699.08) |
| 8 | 2007 \$ | . \$ | | | 794,266.54 | 39.8% | \$ | 316,118.08 | \$ 316,118.08 | 0.1678 | \$ | 53,035.81 | 3 | (8,315,663.27) |
| 9 | 2008 \$ | . \$ | 4 | . 5 | 714,839.88 | 39.8% | \$ | 284,506.27 | \$ 284,506.27 | 0.1342 | \$ | 38,185.79 | \$ | (8,277,477.48) |
| 10 | 2009 \$ | 2.880,000.00 \$ | | | 355,355.89 | 39.8% | \$ | 141,431.65 | \$ 3,021,431.65 | 0.1074 | 3 | 324,423.75 | 3 | (7,953,053,73) |
| | | | | \$ | 3,188,104.01 | | \$ | 1,268,865.39 | | | 3 | 39,049.98 | \$ | (7,914,003.74) |

| | Period | Year | Cash Inflow | | Income Tax | After Tax Cash Inflow | NPV Factor | After Tax PV Cash Inflow | | mulative After Tax PV Cash Inflow | _ | umulative Net Present Value |
|---|--------|---------|--------------|-------|--------------------|--------------------------|---------------|-----------------------------|----|--------------------------------------|----|--------------------------------|
| • | 0 | 1999 | | 39.8% | \$ | \$ | 1.0000 | | \$ | | | (4,163,464.80) |
| | 1 | 2000 \$ | 2,296,000.00 | 39.8% | \$ 913,808.00 | \$ 1,382,192.00 | 0.8000 | \$ 1,105,753.60 | \$ | 1,105,753.60 | 3 | (4,425,242.34) |
| | 2 | 2001 \$ | 7,037,000.00 | 39.8% | \$ 2,800,726.00 | \$ 4,236,274.00 | 0.6400 | \$ 2,711,215.36 | 3 | 3,816,968.96 | 3 | (2,772,160.82) |
| | 3 | 2002 \$ | 4,778,000.00 | 39.8% | \$ 1,901,644.00 | \$ 2,876,356.00 | 0.5120 | \$ 1,472,694.27 | 3 | 5,289,663.23 | 3 | (2,120,132.05) |
| | 4 | 2003 \$ | 6,019,000.00 | 39.8% | \$ 2,395,562.00 | \$ 3,623,438.00 | 0.4096 | \$ 1,484,160.20 | \$ | 6,773,823.44 | \$ | (1,273,898.32) |
| | 5 | 2004 \$ | 7,260,000.00 | 39.8% | \$ 2,889,480.00 | \$ 4,370,520.00 | 0.3277 | \$ 1,432,131.99 | 3 | 8,205,955.43 | \$ | (338,711.24) |
| | 6 | 2005 \$ | 8,501,000.00 | 39.8% | \$ 3,383,398.00 | \$ 5,117,602.00 | 0.2621 | \$ 1,341,548.66 | 3 | 9,547,504.09 | \$ | 1,105,144.16 |
| | 7 | 2006 \$ | 8,501,000.00 | 39.8% | \$ 3,383,398.00 | \$ 5,117,602.00 | 0.2097 | \$ 1,073,238.93 | 5 | 10,620,743.02 | \$ | 2,252,043.94 |
| | 8 | 2007 \$ | 8,501,000.00 | 39.8% | \$ 3,383,398.00 | \$ 5,117,602.00 | 0.1678 | \$ 858,591.14 | \$ | 11,479,334.16 | \$ | 3,163,670.89 |
| | 9 | 2008 \$ | 8,501,000.00 | 39.8% | \$ 3,383,398.00 | \$ 5,117,602.00 | 0.1342 | \$ 686,872.91 | 3 | 12,166,207.07 | \$ | 3,888,729.59 |
| | 10 | 2009 \$ | 8,501,000.00 | 39.8% | \$ 3,383,398.00 | \$ 5,117,602.00 | 0.1074 | \$ 549,498.33 | 5 | 12,715,705.40 | \$ | 4,762,651.67 |
| | | | | | | | | | | | \$ | 4,801,701.66 |
| | | | | | | | | | | | | |

| | 25.00% |
|---|-----------|
| 3 | 4,801,702 |
| | 43.87% |
| | 5.2 |
| | 60.67% |
| | 37.76% |
| | 1.61 |
| | \$ |





7. RECOMMENDATIONS

An optimistic forecast indicates a potential demand of a maximum of five RDCs to be refurbished and five to be overhauled annually.

A definite marketing effort will be required to develop a firm demand for refurbished RDCs. Although there is an interest for RDCs as a commuter vehicle, there is an expressed hesitation due to its past history of high maintenance costs. Case in point is the recent abandonment by the Quebec North Shore & Labrador Railway of their seven (7) RDCs.

The estimated costs for restoration/conversion of RDCs contemplates renewing in-kind except the water/sanitation system. This could be a significant negative issue due to environmental concerns. To put in a system that is environmentally friendly increases the cost by an estimated \$30,000 per unit.

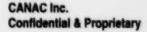
Realistically, a start-up shop organization of a minimum of six employees would upgrade a maximum of four (4) RDC units per year.

Assuming the demand can be firmed up at four RDCs annually, a dry lease option @ \$850/day seems reasonable and obtainable.

This would generate annual revenue of over \$300,000 per unit.

Options to be considered are partnerships with existing firms in the related business such as Canadian Allied Diesels (C.A.D.) or ALSTOM. These firms could provide the necessary engineering and technical expertise when required.

Setting up the shop for the refurbishing of Passenger rolling stock does not by itself represent a sound business investment due to its limited market.









8. B) LOCOMOTIVE REPAIRS/REMANUFACTURE

8.1 Present industry status and trend of locomotive purchase, lease and lease purchase:

8.1.1 Purchase

The Class 1 railroads have an adequate number of locomotives due to the recent acquisitions related to new locomotive purchases from either General Electric or General Motors. CSX and NS are currently suffering through the growing pains of acquiring ConRail. This is not in fact an actual shortage of locomotives but rather an inability to get the locomotive fleet properly positioned. To this end CSX has leased 40 GP-40-2 and NS has leased 25 GP-40-2 locomotives from CN, in all probability until the end of 1999. If CSX and NS were able to resolve their operational problems the locomotive shortage would also be resolved.

Short Line railroads seem to have a sufficient amount of locomotives although some are fence sitting waiting for the outcome of the CSX, NS and ConRail merger as it could mean added business when the operational problems are resolved.

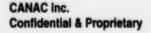
Short Lines still offer the greatest opportunity for used locomotive sales. Due to budgetary constraints these roads tend to be very cautious. There was a glut of locomotives on the market in 1998 and subsequently the sales market for used locomotives tends to be soft in 1999.

It should be noted that the industry is still waiting for the inevitable flood of SD-40-1 locomotives to hit the market. These locomotives were slated to be cascaded to retirement status with the delivery of the new locomotives to the Class 1 Railroads but for several reasons they have been retained. CN is the only class 1 RR to divest of the SD-40-1 locomotives over the past 2 years resulting in a fleet of 25 only that are used primarily for transfer service in Vancouver.

There is currently a high demand for SD-40 locomotives and subsequently the price is relatively high (\$226,000 USD per unit). In the event the Class 1 roads dump their old SD-40 fleets there will be a market glut and the price will drop dramatically.

8.1.2 Lease

There are lease opportunities that arise throughout the year as a result of various industry and economical trends. Presently the lease market if extremely soft with CSX and NS being the exceptions. The Shortline Railroads are leasing on an as required due basis due mainly to mechanical failure. The outlook for a business upturn resulting in an increase in the demand for leasing locomotives for the winter of 1999/2000 does not hold much promise to be a fruitful one.







8.1.3 Lease/Purchase

Surprisingly there does not seem to be much interest by the Class 1 Railways to venture into the lease with option to purchase market. There is a good opportunity to generate operating capital from the lease portion. To my knowledge the only arrangement of this sort is between Helm Financial and CN Rail.

8.2 Trend of railroad industry in the maintenance of power:

As to the maintenance of power, from our standpoint the opportunities are limited to Shortlines and industrial complexes that usually have a maximum of three units or less.

8.3. Potential for running repairs

It would appear that there are very limited or no opportunities with the Class 1 Railroads to enter into an agreement for running repairs. Each railroad has a network of maintenance facilities located at strategic points on their lines. Also, many of the Class 1 railroads have entered into "Power By The Mile" agreements whereby the maintenance is contracted out to either GM or GE. The potential of obtaining a running repair contract is limited also by the fact that all the major railroads deal Labor Unions and contracting out is a contentious issue in the light of all the recent downsizing.

8.4 Potential for remodeling and/or re-manufacturing:

Of all the options this one would in all probability present the most opportunity for development. Although the competition is stiff, the major railroads lean towards outsourcing major re-modeling or re-manufacturing work as they have divested themselves of their main back-shops over the years. To better determine the viability of entering this market, an in depth study would be required to determine the potential market and establish a profit margin. It must also be remembered that the initial outlay for equipment to enter into this type of venture would be extensive due to the specific equipment required.

8.5 Market Potential

CANAC has identified the number of locomotives by carrier within a 500-mile radius of Moncton. There are approximately 400 locomotives in total.

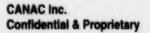
These are divided into four distinct categories:

Class 1 194 pass-through/week

Short Lines 42 USA 98 Canada

Industries 23 Tourist Operators 5 USA

VIA Summer 30 pass-through/week VIA Winter 24 pass-through/week









See appendix III for list of carriers and number of locomotives

Discussions with CN and VIA Rail Officers revealed that they had no interest at this time in utilizing the Gordon Yard Diesel Shop facilities for any locomotive maintenance work. Their main reason for this position is their labor contractual implications. Short Line Operators have expressed some interest providing rates are competitive and freight rates to transfer locomotives to Moncton are competitive.

Excluding CN and VIA, it has been established there are approximately 180 locomotives operating on Short Lines and Private Industries within a 500-mile distance of Moncton. Assuming a maximum market potential of 80% is achievable, this represents a total of 144 locomotives.

Short Lines and Private Industries seldom purchase new or completely remanufactured locomotives. The tendency is to perform basic overhaul programs, which extend the life expectancy of the locomotive. This would cover repairs to the diesel engine and minor upgrade to the electrical system. These programs are normally done on a five to seven year cycle costing in the range of \$125,000 to \$150,000 depending on the specific requirements of the Operator. Based on these assumptions it could generate an annual workload of 28 to 30 locomotive basic overhauls. It is estimated to perform a basic overhaul requires some 1250-labor hours per unit. A work crew of six highly skilled and knowledgeable employees would have a turnaround on a 25 to 30 day cycle.

Another potential, which could be explored, is the possibility of developing a total maintenance contract for 80% of the above fleet of 180 locomotives. Based on the assumption of 10% out of service at any given time due to scheduled, unscheduled or major breakdowns this could likely generate a continuous workload of an additional 14 locomotives. The development of this workload would require persistent and aggressive marketing and for the moment has not been incorporated in the financial numbers.

8.6 Scope of work

A basic overhaul only cover repairs to the diesel engine and minor upgrades to the electrical system. The average cost of \$125,000 is based on unit exchange prices.

In addition to the basic overhaul price there are major cost items, which may be required on a locomotive, depending on its condition. For example:

| Traction motors | \$12,000 ea. (4 or 6 per locomotive) |
|-----------------|--------------------------------------|
|-----------------|--------------------------------------|

ec 000

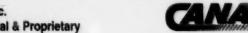
| 1114111 9011014101 | Main generator | \$10,000 to \$20,000 |
|--------------------|----------------|----------------------|
|--------------------|----------------|----------------------|

| Auxiliary generator | \$0,000 |
|---------------------|---------|
| Air compressor | \$8,000 |

Auxilian ganaratar

| Radiators | \$10,000 |
|-----------|----------|

| | | | AF 000 |
|----|-------|--------|---------------|
| AI | brake | change | \$5,000 |





The above demonstrates the variance in cost depending on the condition of the locomotive and the specific requirements of the client.

Warranty and rework cost must be considered, as clients would expect it.

8.7 Competition

Short Lines each have a maintenance shop of some capacity, however these shops are not, in general, equipped to do basic overhaul programs. Some Short Lines get their overhauls done by Class 1 shops and others go to such facilities as: ALSTOM AMF, Montreal, Canadian Allied Diesel (CAD), Montreal and another potential competitor is CLM in Charny, Quebec who are presently involved in the repair of rolling stock.

8.8. Shop Equipment and Tools

The list of tools developed for the Passenger equipment is basic and sufficient for most work to be carried out on locomotives.

8.9 Personnel and Training Requirements

Staffing is based on the hiring of highly skilled and knowledgeable employees who are familiar with locomotive overhauls. It is assumed that major components would be dismounted and sent to specialty shop for repairs, reconditioned /upgraded and reinstalled.

To provide a reasonable turnaround time of out of service locomotives of 25 to 30 days a work crew for each locomotive being overhauled is as follows:

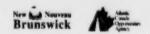
- · Three (3) Skilled mechanical employees
- Two (2) Skilled electrical Employees
- One (1) Skilled Carman with excellent welding and pipefitting qualifications.
- In order to put out two locomotives every 25 to 30 days, two crews will be required.

The total manpower requirements for locomotive repairs is therefore twelve (12) tradesmen and four (4) support staff for a total of fourteen (16).

As mentioned in the workload potential, serious consideration should be given to having total maintenance contracts with Short Line Operators. This could significantly increase the daily workload by as much as fourteen (14) locomotives additional.

The training requirements for the skilled employees should be a minimum. Refresher courses should be sufficient providing former Canadian National Employees are hired. Courses should be considered in air brake testing, workplace hazardous information management blueprint reading and shop safety.





8.10 Business Plan

The business plan is based on being successful in obtaining 80% of the total locomotive fleet operating on Short Lines and Private Industry. This represents 144 locomotives. To extend the useful life of locomotives, a basic overhaul is generally performed on a five (5) to seven-(7) year cycle. Optimistically, we assumed a five-(5) year cycle, which could generate twenty-five (25) to thirty (30) locomotives to be overhauled. We estimated twenty-eight (28) locomotives to be overhauled annually. Assuming a twenty-five (25) to thirty (30) day turnaround, this will require two (2) locomotives being worked on at the same time, hence the requirement of two (2) six-man (6) crews plus a support staff of four (4) people including a marketing support.

It is estimated the total cost per locomotive repaired for a basic overhaul will be in the order of \$150,000 and bring in revenue of \$232,000 per unit.

Following are the economics developed for RDCs, Passenger Cars and Locomotive Repairs

Project Name = Gordon Yard Economics for 10 Years - RDC/Passenger Cars and Locomotive Repairs

| Period | Year | Capital Expenditure | Operating Expense | Capital Cost Allowance | Tax Rate | | After Tax | | After Tax | NPV | After Tax PV | Cumulative After Tax |
|--|---|---|--|--|--|-------|---|--|--|--|---|--------------------------------|
| 0 1 2 3 4 5 6 7 8 9 | 1999 \$ 2000 \$ 2001 \$ 2002 \$ 2003 \$ 2004 \$ 2005 \$ 2006 \$ 2007 \$ 2008 \$ 2009 \$ | (4,248,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ | - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 | 212,400.00 498,960.00 639,864.00 766,677,60 880,809,84 983,528.86 980,575.97 882,518.37 794,266.54 714,839.88 355,355.89 3,188,104.01 | 39.8% 39.8% 39.8% 39.8% 39.8% 39.8% 39.8% 39.8% 39.8% 39.8% | \$ \$ | 84,535,20 198,586,08 254,685,87 305,137,68 350,582,32 391,444,48 390,269,24 351,242,31 316,118,08 284,506,27 141,431,65 1,268,865,39 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | Cash Outflow (4, 163,464.80) (1,709,413.92) (1,653,334.13) (1,602,862.32) (1,557,437.68) (1,516,555.52) 390,269.24 351,242.31 316,118.08 284,506.27 3,021,431.65 | Factor 1.000 \$ 0.8000 \$ 0.6400 \$ 0.5120 \$ 0.4096 \$ 0.3277 \$ 0.2621 \$ 0.2097 \$ 0.1678 \$ 0.1342 \$ 0.1074 \$ | Cash Outflow (4, 163, 464, 80) (1, 367, 531, 14) (1, 058, 133, 94) (820, 665, 51) (637, 926, 48) (496, 944, 91) 102, 306, 74 73, 660, 85 53, 035, 81 38, 185, 79 324, 423, 75 39, 049, 98 | PV Cash Outflow (4,163,464.80) |
| Period 0 | Year 1999 | Cash Inflow | | | | | Income Tax | | After Tax Cash Inflow | NPV Factor | After Tax PV Cash Inflow | Cumulative Alter Tax |
| 2 | 2000 \$ 2001 \$ | 2,296,000.00 7,037,000.00 | | | 39.8% | 5 | 913,808.00 | 3 | 1,382,192.00 | 1.0000 \$ 0.8000 \$ | 1 105 753 en | PV Cash Inflow |

| Period | | Cash Inflow | | Income Tax | | NPV | After Tax PV | Cumulative After Tax | Cumulation Nat |
|--|---|---|--|--|--|--|---|---|---|
| Period 0 1 2 3 4 5 6 7 8 9 | Year 1999 2000 \$ 2001 \$ 2002 \$ 2003 \$ 2004 \$ 2005 \$ 2006 \$ 2007 \$ 2008 \$ | Cash Inflow 2,296,000.00 7,037,000.00 4,778,000.00 6,019,000.00 7,260,000.00 8,501,000.00 8,501,000.00 8,501,000.00 8,501,000.00 | 39.8% \$ 39.8% \$ 39.8% \$ 39.8% \$ 39.8% \$ 39.8% \$ 39.8% \$ 39.8% \$ 39.8% \$ | 913,808.00 2,800,726.00 1,901,644.00 2,395,562.00 2,889,480.00 3,383,398.00 3,383,398.00 3,383,398.00 | After Tax Cash Inflow 1,382,192.00 4,236,274.00 2,876,356.00 3,623,438.00 4,370,520.00 5,117,602.00 5,117,602.00 5,117,602.00 | NPV Factor 1.0000 \$ 0.8000 \$ 0.6400 \$ 0.5120 \$ 0.4096 \$ 0.3277 \$ 0.2621 \$ 0.2097 \$ 0.1678 \$ | After Tax PV Cash Inflow 1,105,753,60 2,711,215,36 1,472,694,27 1,484,160,20 1,432,131,99 1,341,548,66 1,073,238,93 858,591,14 | Cumulative After Tax PV Cash Inflow \$ - | Cumulative Net Present Value (4,163,464.90) (4,425,242.34) (2,772,160.82) (2,120,132.05) (1,273,898.32) (338,711.24) 1,105,144.16 2,252,043.94 |
| 10 | 2009 \$ | 8,501,000.00 | 39.8% \$ 39.8% \$ | 3,383,398.00 \$ 3,383,398.00 \$ | 5,117,602.00 5,117,602.00 | 0.1342 \$ 0.1074 \$ | 686,872.91 549,496.33 | \$ 11,479,334.16 \$ 12,186,207.07 \$ 12,715,705.40 \$ | 3,163,670.89 3,888,729.59 4,762,651.67 4,801,701.66 |

| Cost of Capital = Cumulative Net Present Value = | | 25.00% |
|---|---|-----------|
| Internal Rate of Return = | 3 | 4,801,702 |
| Discounted Parkant in | | 43.87% |
| Discounted Payback in years = | | 5.2 |
| Costs Margin Ratio = | | 60.67% |
| Savings Margin Ratio = | | 37.76% |
| Profitability Ratio = | | 1.61 |
| | | |

Gordon Yard Economics for 6 Years - RDC/Passenger Cars and Locomotive repairs Project Name =

| Period 0 1 2 3 4 5 6 | Year 1999 \$ 2000 \$ 2001 \$ 2002 \$ 2003 \$ 2004 \$ 2005 \$ | Capital Expenditure (4,248,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ (1,908,000.00) \$ 972,000.00 \$ | Operating Expense - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | Capital Cost Allowance 212,400.00 498,960.00 639,864.00 766,677.60 880,809.84 695,528.86 721,375.97 6,482,284.69 | Tax Rate 39.8% 39.8% 39.8% 39.8% 39.8% | \$ 5 S S S S | After Tax CCA 84,535.20 198,586.08 254,685.87 305,137.68 350,562.32 276,820.48 287,107.64 2,579,949.31 | \$ \$ \$ \$ \$ | After Tax Cash Outflow (4,163,464.80) (1,709,413.92) (1,653,334.13) (1,602,862.32) (1,557,437.68) 1,248,820.48 287,107.64 | NPV Factor 1.0000 \$ 0.8000 \$ 0.6400 \$ 0.5120 \$ 0.4096 \$ 0.3277 \$ 0.2621 \$ | After Tax PV Cash Outflow (4,163,464.80) (1,367,531.14) (1,058,133.84) (820,665.51) (637,926.48) 409,213.50 75,263.54 | \$ (5,530,995,94) \$ (6,589,129,78) \$ (7,409,795,28) \$ (8,047,721,76) \$ (7,638,508,26) | |
|----------------------|--|--|--|---|---|--------------|---|----------------------------|---|--|---|---|--|
| Period 0 | Year - 1999 | Cash Inflow | | | | | Income Tax | | After Tax | \$ NPV | 193,534.82 | \$ (7,563,244.72) \$ (7,369,709.90) | |
| 1 2 | 2000 \$ | 2,296,000.00 7,037,000.00 | | | 39.8% 39.8% | | | \$ | Cash Inflow | Factor 1.0000 \$ | After Tax PV Cash Inflow | Cumulative After Tax PV Cash Inflow | Cumulative Net Present Value |
| 3 4 5 6 | 2002 \$ 2003 \$ 2004 \$ 2005 \$ | 4,778,000.00 6,019,000.00 7,260,000.00 8,501,000.00 | | | 39.8% 39.8% 39.8% 39.8% 39.8% | | 913,806.00 2,800,726.00 1,901,644.00 2,395,562.00 2,889,480.00 3,383,398.00 | \$ \$ \$ \$ \$ | 1,382,192.00 4,236,274.00 2,876,356.00 3,623,438.00 4,370,520.00 5,117,602.00 | 0.8000 \$ 0.6400 \$ 0.5120 \$ 0.4096 \$ 0.3277 \$ 0.2621 \$ | 1,105,753.60 2,711,215.36 1,472,694.27 1,484,160.20 1,432,131.99 1,341,548.66 | \$ 1,105,753.60 \$ 3,816,968.96 \$ 5,289,663.23 \$ 6,773,823.44 \$ 8,205,955.43 \$ 9,547,504.09 \$ \$ | (4.163,464.80) (4.425,242.34) (2.772,160.82) (2.120,132.05) (1.273,898.32) 567,447.17 1,984,259.37 2,177,794.19 |

| Cost of Capital = Cumulative Net Present Value = Internal Rate of Return = Discounted Payback in years = Costs Margin Ratio = Savings Margin Ratio = Profitability Ratio = | \$ | 25.00% 2,177,794 37.95% 4.7 29.55% 22.81% |
|--|----|--|
|--|----|--|

Discounted Pay-back Period.(DPBP)

The discounted payback period measures the time required to recover the investment in a project. For example, let's assume that an upfront investment of \$10,000.00 generates a discounted income stream of \$2,000.00 per year, the payback period is then five years.

<u>Costs Margin Ratio.(CMR)</u>
The costs margin ratio measures the extent by which the project costs may vary until the break even is reached. It is a quick indication of the project's sensitivity to cost fluctuations.

Savings Margin Ratio. (SMR)

The savings margin ratio measures the extent by which the project benefits or savings may vary until the break even is reached. It is a quick indication of the project's sensitivity to fluctuations

Profitability Ratio.(PR)

The profitability ratio is measures the number of dollar generated for each dollar invested, and it is not the same as the internal rate of return.

Assumptions

Hurdle Rate is © 25%

Taxes are © 39.8%

Depreciation is © 10%

Salvage Value after 6/10 years :(\$120K per RDC Car) = \$2,880,000

Life of Contract (n= 6 years) leaving year zero for investment only and locomotives repair revenues.

Life of Contract (n=10years) leaving year zero for investment only and locomotives repair revenues.

Economics Summary

| | For 6 Years | For 10 Years |
|------------------------------|--------------|--------------|
| Cost of Capital | 25.00% | 25.00% |
| Cumulative Net Present Value | 2,177,794.00 | 4,801,702.00 |
| Internal Rate of Return | 37.95% | 43.87% |
| Discounted Payback in years | 4.7 | 5.2 |
| Costs Margin Ratio | 29.55% | 60.67% |
| Savings Margin Ratio | 22.81% | 37.76% |
| Profitability Ratio | 1.30 | 1.61 |

Economics Definitions

Cumulative Net Present Value. (CNPV)

The cumulative net present value is the sum of all the project's discounted cash flow after tax. It measures the project's real contribution expressed in today's dollars after taxes. The cash flows are discounted to take into account the time value of money, and calculated after tax to measure their impact on the firm's net worth.

Internal Rate of Return. (IRR)

The internal rate of return is the break-even cost of capital, and break-even means that the project's contribution is nil. In other words, if a project's net present value is positive this implies that its financial rewards are greater than its costs.

Cash Flow Transactions

| Capital Inves | stment | | | | | | | | | | |
|------------------|----------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| Tools | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ADC | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Passenger | \$2,240,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$4,248,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$1,908,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Revenues | | | | | | | | | | | |
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| RDC | \$0 | \$1,241,000 | \$2,482,000 | \$3,723,000 | \$4,964,000 | \$6,205,000 | \$6,205,000 | \$6,205,000 | \$6,205,000 | \$6,205,000 | \$6,205,000 |
| Passenger | \$0 | \$3,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Loco | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 | \$6,496,000 |
| | \$6,496,000 | \$11,237,000 | \$8,978,000 | \$10,219,000 | \$11,460,000 | \$12,701,000 | \$12,701,000 | \$12,701,000 | \$12,701,000 | \$12,701,000 | \$12,701,000 |
| Operating Co | OST | | | | | | | | | | |
| | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| 9DC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Passenger | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Shop Cost | \$623,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 | \$623,000 | | \$623,000 | 40000 | A manufacture | \$623,000 |
| Loco | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | | \$4,200,000 | \$4,200,000 | | \$4,200,000 |
| | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 | \$4,200,000 |
| Gross Incom | ne (revenues - | Evnenees) | , | | | | | | | | |
| GI JJJ III (VIII | Y-0 | Y-1 | Y-2 | Y-3 | Y-4 | Y-5 | Y-6 | Y-7 | Y-8 | Y-9 | Y-10 |
| | \$2,296,000 | \$7,037,000 | \$4,778,000 | \$6,019,000 | \$7,260,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 | \$8,501,000 |

Capital investment and Operating costs

| 9 | Capital Investment | Operating Costs |
|--|--------------------|-----------------|
| 4 RDC / Year for 6 years | | |
| Purchasing Price :(\$90K per RDC Car) | \$360,000 | |
| Upgrading Cost :(\$387K per RDC Car) | \$1,548,000 | |
| Total: | \$1,908,000 | |
| 7 Passenger Cars | | |
| Purchasing Pri ice : (\$ 40K per Passenger Car) | \$280,000 | |
| Upgrading Cos :(\$280K per Passenger Car) | \$1,960,000 | |
| Total: | \$2,240,000 | |
| Locomotive Repairs Cost | | |
| Cost (based on 28 lococomotives per year) | | \$4,200,000 |
| Other Costs: | | |
| Tools | \$100,000 | |
| Shop Material | | \$150,000 |
| Heating | | \$100,000 |
| Electricity | | \$80,000 |
| Phone: (5x75x12)+2,000 long distance | | \$6,500 |
| Sales & Marketing | | \$150,000 |
| Direct Labor (included in the restoration cost) | | \$0 |
| Indirect Labor (3 employees) and fringes @ 30% | | \$136,500 |
| | \$100,000 | \$623,000 |
| Revenues | | |
| Dry Lease of the RDC Cars @ \$850 per day per car. Per year starting Y-1 | \$1,241,000 | |
| Sale of the Passenger Cars at \$500,000 each . One time Revenue Y-1 | \$3,500,000 | |
| Locomotives Repair (28 loco x \$232,000). Every year starting Y-0 | \$6,496,000 | |
| Total Revenues: | \$11,237,000 | |





8.11 Recommendations

Develop intense marketing efforts to bring in the required workload in the Moncton Shop.

Hire the minimum number of highly skilled employees to get the overhaul programs underway.

To have a sustainable going concern develop total maintenance contracts with Short Line Operators.







9. C) OTHER INDUSTRIES

A telephone survey was undertaken to determine whether other industries (marine, trucking, and bus) might need the services of a diesel repair shop. The results indicate that the majority have use of their own internal repair shops or at least of small contractors in their immediate vicinity. Some respondents indicated that they would consider using a shop in Moncton but it would greatly depend on their work backlog.

There are a number of repair shops (20 or more) in and around the Moncton area. This would indicate that competition (at least on price) would be tight. In order to garner this end of small diesel repair work, a shop would have to show some advantages in either price/service. For repair work of this kind, the surest clientele would be based in and around the Moncton area. Companies not based locally would have to be enticed by other factors.

Interestingly, despite the number of shops and small contractors doing this type of work, there seems to be a shortage of qualified mechanics in the area, so this may be some saving grace for a prospective shop.

As can be seen by the following survey other opportunities in the repair of diesel engines offer little prospect. Results of the survey follow:

Halifax Shipyard - Halifax, NS - they might use depending on workload

Saint John Shipbuilding Limited - Saint John, NB - possibility, but they already use a number of small contractors

Lunenburg Foundry & Engineering Ltd. - Lunenburg, NS - have own shop

Thomas Equipment Ltd. – Centreville, NB – all repairs done by manufacturer only

Rocan Forestry Services – Dieppe, NB – yes they would consider it, they send all their repairs to Halifax now and would prefer a shop closer to them

Maritime Farm Supply Ltd. - Moncton, NB - no, do their own repairs

Snyder's Shipyard - Bridgewater, NS - no

Rosborough Boats - Halifax, NS - no

Maritime Welding - Bathurst, NB - no, uses a local contractor

Atlantic Mack Sales – Fredericton, NB - no, use a service dealer close to Moncton

Hawkins Truck Mart Limited - Fredericton, NB - yes, might be interested

Valley Equipment Limited - Hartland, NB - no, have a local contractor

Engine Machine Shop & Supply Ltd. - Fredericton, NB - no, do their own repairs

Sansom Equipment Limited - Fredericton, NB - no, do their own repairs





CONCLUSIONS

This report was based on the best available information, experience and assumptions.

It will be necessary to do an in-depth research to validate the assumptions and ascertain that the workload is available.

The number of RDC units available for refurbishing/ upgrading is limited and the interest in this technology is limited.

There was no interest expressed by Class 1 Railroads to use the Moncton facility at this time.

Short Lines seem to offer the most promising opportunity although there is a major obstacle - the transportation cost - which will have to be circumvented. An estimate of cost per unit is \$5,000 from Toronto, \$4,000 from Boston and \$3,300 from Montreal to Moncton.

If refurbishing repairs are to be performed on equipment to be sold and used in the United States, an investigation of the American content impact on cost should be done.

The combination of workloads on RDC units and locomotive repairs as described in the report indicate a positive venture.





Appendix I

Assessment sheets & photographs



SCALE OF VALUES VIA Rail R.D.C. Cars

| Car# | Location | Туре | Seating | Rating* | Estimated Market Value | Estimated Cost of Added Value | Capital Cost |
|------|----------|--------|---------------|--|------------------------------|-------------------------------------|--------------|
| 6105 | Toronto | RIC1-S | 64 | 6 | \$105,000 | \$337,000 | \$442,000 |
| 6114 | Toronto | RDC1-S | 64 | 7 | \$110,000 | \$342,000 | \$442,000 |
| 6119 | Toronto | RDC1-S | 64 | 5 | \$100,000 | \$342,000 | \$442,000 |
| 6122 | Toronto | RDC1-S | 68 | 4 | \$95,000 | \$347,000 | \$442,000 |
| 6136 | Toronto | RDC1- | 74 | 6 | \$95,000 | \$337,000 | \$432,000 |
| 6137 | Montreal | RDC1- | 64 | 5 | \$90,000 | \$342,000 | \$432,000 |
| 6140 | Montreal | RDC1-S | 64 | 4 | \$95,000 | \$347,000 | \$442,000 |
| 6143 | Montreal | RDC1-S | 64 | 5 | \$100,000 | \$342,000 | \$442,000 |
| 6200 | Toronto | RDC2-S | 50 | 7 | \$100,000 | \$332,000 | \$432,000 |
| 6202 | Toronto | RDC2-S | 50 | 8 | \$105,000 | \$327,000 | \$432,000 |
| 6206 | Toronto | RDC2- | 54 | 5 | \$80,000 | \$342,000 | \$422,000 |
| 6207 | Toronto | RDC2-S | 58 | 3 | \$80,000 | \$352,000 | \$432,000 |
| 6208 | Toronto | RDC2- | 58 | encheuntament 8 | \$95,000 | \$327,000 | \$422,000 |
| 6212 | Toronto | RDC2-S | 48 | 8 | \$105,000 | \$327,000 | \$432,000 |
| 6213 | Toronto | RDC2- | 60 | 5 | \$80,000 | \$342,000 | \$422,000 |
| 6214 | Toronto | RDC2-S | 50 | 8 | \$105,000 | \$327,000 | \$432,000 |
| 6216 | Toronto | RDC2- | 58 | 3 | \$70,000 | \$352,000 | \$422,000 |
| 6217 | Toronto | RDC2-S | 58 | 5 | \$90,000 | \$342,000 | \$432,000 |
| 6219 | Toronto | RDC2- | 58 | 8 | \$95,000 | \$327,000 | \$422,000 |
| 6220 | Toronto | RDC2- | 58 | 3 | \$70,000 | \$352,000 | \$422,000 |
| 6221 | Montreal | RDC2 | 60 | 4 | \$75,000 | \$347,000 | \$422,000 |
| 6222 | Montreal | RDC2- | 60 | ANAMESIA SERVICE SERVI | | \$352,000 | \$422,000 |
| 6223 | Toronto | RDC2- | 56 | PARTERINANI 5 | \$80,000 | \$342,000 | \$422,000 |
| | Toronto | | ANNAUMENTE EN | MINISTRATE INC. | \$65,000 | \$357,000 | \$422,000 |
| 6225 | | | 52 | | \$85,000 | #347,000 | \$432,000 |

^{*} Scale from 1 to 10
(10 = Complete and serviceable car with good structure)

GENERAL CHARACTERISTICS RDC Equipment

Type of RDC

1 and 2

Date Built

Between 1951 and 1958

Builder

Mostly Budd and a few CanCar

Seating Capacity

Between 64 and 72

Snack-Bar

Some electric and some propane

Tollets

Mostly 2

Lighting System

64 volt DC

Power Engine

2 Cummins at 340 HP/each for most

Transmission

Twin-disc

Engine Cooling Water

2-75 gal US

Fuel Oil Tank

-

250 gal US

Service Water Capacity

75 gal US

Brake Equipment

26-L disc

Wheelslip

Wabco E-5A for most, Rolokron for some

Wheel Diameter / Journal Size

34" / 5 1/2 x 10 journal

Coupler Type

"H" Tightlock

Water Cooler

EM

Weight on Rails

113,000 lbs / 128,000 lbs

SCOPE OF WORK VIA Rail R.D.C. Cars

- Bench overhaul of two (2) diesel engines and twin disc transmission
- R.I.P. of engine pans
- Control repairs to trucks
- C.O.T.S. of air brakes and control valves
- Bench overhaul D.C. generators and motors
- Test and repair in kind of electrical system, control panels and event recorders
- Renew batteries
- Test and repair in kind of water system and sanitation (water flush toilets)
- Conversion of existing air conditioning system to environment compatible system.
- Test and repair in kind of heating system.
- Repair in kind vestibule and control cab hardware and weatherstrips
- Repair in kind broken or condensated window sashes
- Examine and repair in kind seats, inside hardware and other cosmetic elements.
- Blow-shampoo upholstery and carpets
- Prepare/prime/paint car ends and letter boards patch paint interior surfaces as required
- Examine underframe components and repair in kind as required

ESTIMATED COST FOR RESTORATION/CONVERSION Typical VIA Rail R.D.C. Car

| Anatomy | Labour Hours | Out Sourcing & Material Costs | | |
|---|--------------|----------------------------------|--|--|
| Underframe/Couplers/ Buffers/Pilots | 120 | \$ 2,500 | | |
| Structure | 90 | 1,500 | | |
| Vestibules/Operator's Cabin | 80 | 3,000 | | |
| Trucks | 420 | 25,000 | | |
| Air Brakes & Controls | 60 | 15,000 | | |
| Water & Sanitation | 60 | 1,000 | | |
| Electrical/Control Panels/Lighting/Event Rcorders | 250 | 22,000 | | |
| DC Generators and Motors | 40 | 12,000 | | |
| Batteries & Boxes | 20 | 9,000 | | |
| Air Conditioning System | 30 | 15,000 | | |
| Heating System | 20 | 2,000 | | |
| Interior/Amenities | 250 | 7,000 | | |
| Sashes | 60 | 5,000 | | |
| Paint & Stencils | 80 | 1,000 | | |
| Power Package | 80 | 88,000 | | |
| Engine Pans | 40 | 1,500 | | |
| Radiators | 30 | 2,500 | | |
| Trim Tests | 100 | 1,000 | | |
| TOTAL | 1,830 | \$214,500 | | |

| 1,830 @ \$60 Materials & Out Sourcing | \$109,800 214,500 |
|--|----------------------|
| SubTotal Contingencies (10%) | 324,300 32,430 |
| TOTAL | \$356,730 |

Say - \$357,000 each

FROM IVIA RAIL CANADA Four Wh WIEELS & TRUCKS AIR CONDITIONING ELECTRIC SYSTEM *PURCHASED* EXTERIOR FINISH KODERNIZED YEAR BUILT WEIGHT 1ces 9334, 33:14 10:00 + GS. C. CCUPLED 59:4 TRUCK CENTERS 7514" OVER END POSTS



Rail Canada vol.5

PAINTING AND LETTERING QUIDE FOR CANADIAN RAILWAYS

LPD DRAWING No. 21

Section - RAIL DIESEL CARS Subject - OUTLINE DRAWINGS Railway - VIA RAIL CANADA

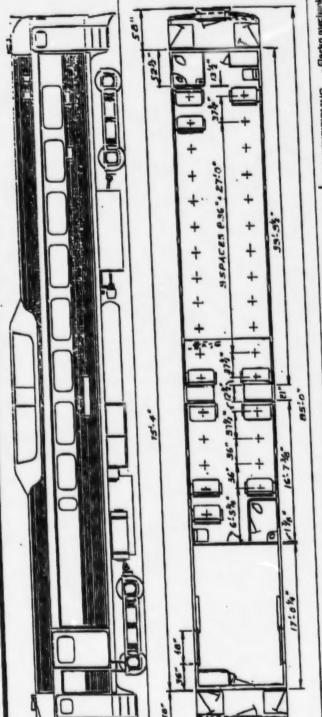
Date: July 29, 1991 By: O.G.L. Orguing N° D - \$27

- NOC - 2 Railine

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EXCPR 9104

LPD DRAWING No.25A



AIR CONDITIONANG - Electro mechanik
ELECTRIC SYSTEM - 64 volts
WHEELS & TRUCKS - Four Witeel
Diop Equalities
EXTERIOR FT44SH - Stabiles Sieval
PEAR DULT
YEAR DULT
WEGHT - 1973 Lonson/par
WEGHT - 1073 Lonson/par
SEATING CAPACITY - 10 Coach Saaks

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is volume. As were the president on the problem the furfactoral value of the building the proposer. That is not with blank CN fallowing and company to proposer. That is not below the ordered

CA D-200 can on brains 607 and 606 between Edwarden and DA D-200 between Edwarden and DA D-200 between Edwarden and DA D-200 and DA D-200 between Edwarden and DA D-200 between and DA D-200 between Edwarden and DA D-2

LPD.

Rail Canada vol.5

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Section - RAIL DIESEL CARS
Subject - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

3me: July 28, 1981 By: D.C.L.

Drawing N'

| | | | PASSEN | SER C | AR / | CONDI | HON AS | SESSME | MI | | | _ |
|-------------------------|--------|--------------------------|-----------------------|-------|------|--------|----------------------|------------------------|---------|---------------|----------|------|
| Car Number: VIA | ack | Inspected by: R. BORDUAS | | | | | | | | | | |
| Date: AUGUS | Locati | ion: TC | RONT | 0 | | | | | | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | ge: UN | KNOV | VN | | | |
| Last Major Shoppin | g: UN | KNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1 | - Servicea (0-50 h | | | 2- Red | quires lig (51-40 | ht interve 0 hours) | ntion | 3-Unserv | iceable | |
| APPRAILSAL: 1 2 | | | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMMI | ENTS. | | | | | | | | | | | |
| | | SITUATIO | | | ONDI | | | | | in the second | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | REI | MARKS | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE RUBB | ER GEAF | RS. | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| Pilots | X | | | X | | | | | | | | |
| | | SITUATIO | | | NDIT | | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | DELT | DAN DIE | | MARKS | DOADD ! | 2005 |
| Side Sheating and Posts | X | | | | | X | | S R-SIDE | | , LETTER | BOARD, I | OOR |
| Roof | | | | | X | | PATCH | | | | | |
| Vestibule Doors | X | | | | X | | TO AD | JUST RU | BBING. | | | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | X | | | | X | | | NG TO AL | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS PERIS | SHED. | | | |
| | X | | | X | | | | | | | | |

| | | SITUATIO | N | CC | NDIT | ION | | | |
|---|--------------------------------|--------------|---------------|-----------|-------|----------------------|--|--|--|
| TRUCKS | Intact Cannibalised Vandalised | | | Good | Fair | Poor | REMARKS | | |
| 4-Wheels I.S.H. Built up | Х | | | X | | | MILEAGE WEAR (25%). | | |
| Wheel Slip Devices | Х | | | X | | | DECELOSTAT, TO TEST AND SERVICE. | | |
| Springs | Х | | | X | | | | | |
| Wheels | X | | | X | | | 34 IN DIAMETER WHEELS, 51/2x10 BEARINGS. | | |
| *************************************** | | SITUATIO | | CONDITION | | | | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | |
| D-22, 26L systems | X | | | | | | \ | | |
| Control Valves | Х | | | | X | | DUE C.O.T.S. | | |
| Reservoirs | X | | | | X | | TO FLUSH AND TEST. | | |
| Hand Brakes | X | | | | X | | DUE PERIODIC MAINTENANCE. | | |
| | | SITUATIO | | | DNDIT | ION | | | |
| HEATING | Intact | Cannibalised | Vandalised | Gc 1 | Fair | Poor | REMARKS | | |
| Engine Coolant | X | | | | | | | | |
| Floor Heat Coils | Х | | | X | | | TO TEST AND SERVICE. | | |
| Overhead Coils | X | | X | | | TO TEST AND SERVICE. | | | |
| | SITUATION | | | C | TIDNO | ION | | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | |
| Freon 12 System | | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION CARRIER SYSTEM. | | |
| Condenser | X | | | X | | | TO BLOW AND TEST. | | |
| Evaporator | X | | | X | | | TO WASH AND TEST. | | |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. | | |
| EL EGENIO | Intest | SITUATIO | ON Vandalised | Good | ONDIT | Poor | DEMARKS | | |
| ELECTRIC | Intact | Cannibalised | Vandansed | G000 | Pair | | REMARKS ORIGINAL WIRING PERISHED. | | |
| 110/220 Volts DC | | | | | | X | | | |
| DC Generator | X | | | × | | | 2X 20 kw BRUSHLESS TO BENCH, TEST AND OVERHAUL. | | |
| Batteries | | X | | | | | REMOVED. | | |
| Control Panel | | X | | X | | | EPR500 – 1 END STRIPPED. | | |
| Lighting | Х | | | X | | | TO TEST AND SERVICE. | | |
| Main Blower Fans | X | | | X | | | TO BENCH, TEST AND OVERHAUL. | | |

| | | SITUATIO | ON | C | ONDI | TION | |
|-----------------------------|--------|-------------------------|-------------|-----------|----------------|------|--|
| ELECTRIC Con't | Intact | Cannibalised Vandalised | | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | |
| | | X | | | | | MISSING. |
| Microwave | - | | | | - | | |
| Inverter / Alternator | | | | X | | | TO TEST AND SERVICE. |
| Appliances | | | | | | | N/A. |
| Appliances | + | SITUATIO | ON | CC | DNDIT | TION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| | X | | | X | | | TO TEST AND SERVICE. |
| Plumbing | - | | | | | - | |
| Γoilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | X | | | X | | | TO TEST AND SERVICE. |
| Dasiris | | SITUATIO | ON | CONDITION | | | |
| COSMETICS / | Intact | Cannibalised | | | Good Fair Poor | | REMARKS |
| AMENITIES | | Carmbanseo | Va.10211300 | 5555 | | | |
| Exterior Paint | X | | | | | X | FADED, CHIPPED AND FLAKING. |
| | Х | | | | X | | 64 MOUNT ROYAL (2 CUSHIONS MISSING) |
| Seats | 1 | | | | | | |
| Inhalatas: | X | | | | X | | DUSTY TO CLEAN. |
| Upholstery | X | | | | X | - | DUSTY TO CLEAN. |
| Carpets | ^ | | | | ^ | | DOSTT TO CLEAN. |
| Juipoto | X | | | | X | | NEEDS COSMETIC ATTENTION. |
| nterior Finish | - | | | | - | | The state of the s |
| | X | | | | | X | LEAKING, CONDENSATED. |
| Sashes | | | | | | | |
| End Door and | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

| | | CONDITION | | | | | |
|---------------------------|--------|--------------|------------|------|------|------|-------------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | Х | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | | X | | | X | | 1 PAN ASSEMBLY MISSING, 1 TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND SERVICE. |
| Air Compressor | X | | | | X | | BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | X | | | | | X | EVIDENCE OF LEAKS. |

| OTHERS | | | | _ |
|------------|----------------|------------|--------------|--------------|
| WHEEL DATA | L1 - 1 5/8 IN. | L2 – 2 IN. | L3 - 1 ½ IN. | L4 - 2 ½ IN. |
| | R1 | R2 | R3 | R4 |

Inpected By:

(Signature)

(Date)







| | | - | PASSENG | ER C | AR/(| CONDIT | ION AS | SESSMI | ENT | | | |
|------------------------|--------|--------------------------|----------------------|-------|------|--------|---------|--------------------------|--------|--------------------------|--------|----|
| Car Number: VI | A 61 | 14 T | ype: RDC | 1 sna | ck | Inspec | ted by: | R. BC | ORDU | AS | | |
| Date: AUGUST | Г 19, | 1999 | | | | Locati | on: TO | DRON | то | | , | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | e: UI | NKNO | WN | | | |
| Last Major Shoppin | g: UI | NKNOW | 'N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Rec | | tht interve 00 hours) | | 3-Unservice | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | ENTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO | ON Vandalised | Good | Pair | Poor | | | | REMARKS | | |
| Center Sill | X | | | X | | | | | | LIMATING | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | HER TY | OF DUD | DED OF | ADC | | |
| Couplers & Gears | X | | | X | | | -F- 14 | PE RUB | BEH GE | AHS | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | Fair | Poor | | | F | EMARKS | | |
| Side Sheating and | X | | | | X | | | | | TO RIGHT S ID FLUTING | | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | X | | | X | | | | | | | | |
| Vestibule Steps | X | | | | X | | COLL | ISION DA | AMAGE | A.R. | | |
| Trap Doors | X | | | X | | | | | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | X | | | | | | | | |

| | Intest | SITUATIO | Vandalised | | NDIT | | BELLEVA |
|---------------------|--------|--------------|------------|------|-------|------|---|
| TRUCKS | Intact | Cannicalised | vandansed | Good | Pair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR |
| Wheel slip device | X | X | | | | X | MISSING ELECTRICAL PARTS |
| Springs | Х | | | X | | | |
| Wheels | X | | | Х | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| | | SITUATIO | N | CC | NDIT | ION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | | X | | | DUE PERIODIC TESTS |
| | | SITUATIO | | | NDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | X | | | X | | | |
| | | SITUATIO | N | CC | NDIT | ION | 7/3/4 |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | | | | | | | IMPACT DAMAGE |
| Condenser | | | X | | | | MISSING - COLLISION DAMAGE |
| Evaporator | X | | | X | | | TO WASH AND TEST |
| Compressor | X | | | X | | | TO BENCH OVERHAUL |
| | | SITUATIO | | _ | DNDIT | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | | | | X | | | NEW WIRING |
| DC Generator | X | | | X | | | 2 X 20 kW TO BENCH AND OVERHAUL |
| Batteries | | X | | | | | REMOVED BOX COVER MISSING |
| Control Panel | X | | | X | | | E.P.R. 500 TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | Х | | | X | | | TO BENCH OVERHAUL |

| | | SITUATI | | | ONDIT | | |
|-----------------------------|--------|--------------|------------|------|-------|------|----------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE |
| Refrigeration | X | | | X | | | 1 COMMERCIAL TO TEST AND SERVICE |
| Microwave | | X | | | | | MISSING |
| Inverter / Alternator | | | | X | | | TO TEST AND SERVICE |
| Appliances | | | | | | | N/A |
| рришино | | SITUATI | ÓN | CC | DNDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST, STERILIZE |
| Plumbing | X | | | X | | | TO TEST AND SERVICE |
| Toilets | Х | | | X | | | TO TEST AND SERVICE |
| Basins | X | | | X | | | TO TEST AND SERVICE |
| | | SITUATIO | N | CC | NDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | X | | | | X | | FADED |
| Seats | X | | | X | | | 64 WAKEFIELD FOOD TRAYS |
| Upholstery | X | | | | X | | DUSTY TO CLEAN |
| Carpets | Х | | | | X | | DUSTY TO CLEAN |
| Interior Finish | Х | | | X | | | REQUIRES MINOR ATTENTION |
| Sashes | X | | | X | | | |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | Х | | | X | | | |
| Window Blinds | X | | | X | | | |

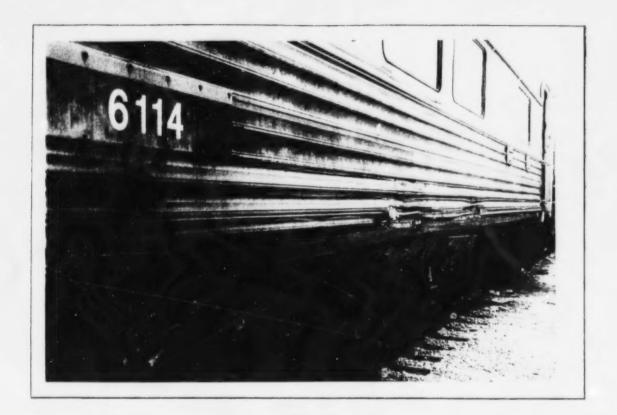
| | | SITUATIO | NC | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|---|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | | | | | | X | 2 CUMMINS TO BENCH OVERHAUL MISSING AIR FILTER CASING ON R. SIDE |
| Engine Pans | X | | | | | X | COLLISION DAMAGE TO R.R.R. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | | X | TO BENCH OVERHAUL + BRACKET BENT |
| Fuel Tank | X | | | | | X | TO FLUSH AND REPAIR (ACCIDENT DAMAGE) |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | | X | | | | | MISSING |
| Bells / Horns | Х | | | X | | | TOT EST AND SERVICE |
| Radiators | X | | | | | X | EVIDENCE OF LEAKS |

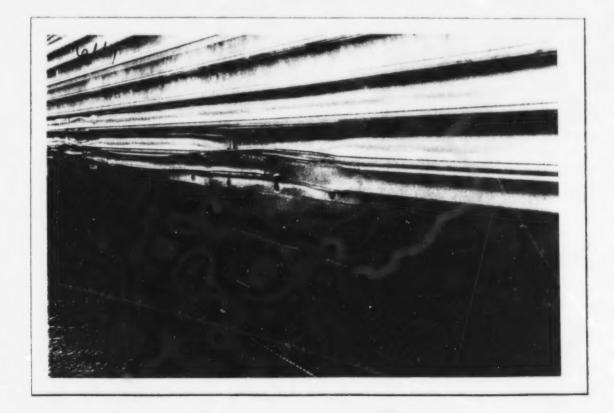
| OTHERS | | | | |
|------------|------------|-------------|----------------|------------|
| WHEEL DATA | L1 – 1 IN. | L2 - 1½ IN. | L3 - 1 1/2 IN. | L4 - 1 IN. |
| | R1 - | R2 | R3 - | R4 - |

Inspected By:

(Signature)

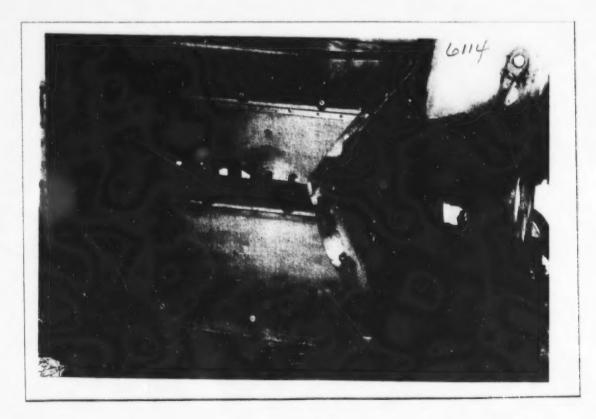
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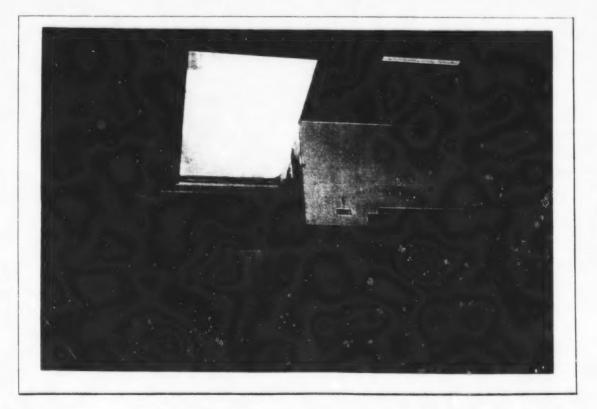




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| | | | PASSENC | ER C | AR/ | CONDI | TION AS | SESSME | NT | | | | | | |
|------------------------|--------|--------------------------|---------------------|------|------|--------------------------|--------------------|------------------------|----------|----------|---------|-----|--|--|--|
| Car Number: VIA | 611 | 9 T | ype: RDC | 1 Sn | ack | Inspected by: R. BORDUAS | | | | | | | | | |
| Date: AUGUS | Г 18, | 1999 | | | | Locati | on: TO | PONT | го | | * | | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileage: UNKNOWN | | | | | | | | | |
| Last Major Shoppin | g: UN | KNOW | N | | | | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Red | | ht interve 0 hours) | ention | 3-Unserv | iceable | | | | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | |
| | NTO | | | | | | | | | | | | | | |
| GENERAL COMME | INTS: | SITUATIO | ON | C | ONDI | TION | T | | | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | | | | RE | MARKS | | | | | |
| Center Sill | X | | | X | | | | | | | | | | | |
| Side Sills | X | | | x | | | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | | | |
| Needle Beams | × | | | X | | | "E" TV | DE DI IDE | BER GEAL | oe . | | | | | |
| Couplers & Gears | | | | | | | FII | PE HUBE | DEN GEAR | 10. | | | | | |
| Buffers / Stems | Х | AIR LATE | | X | | - | | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | Fair | Poor | - | | RE | MARKS | | | | | |
| Side Sheating and | X | | | | | X | | ZONTAL PER PAN | DISTORT | | TTER BO | ARD | | | |
| Roof | Х | | | | | X | | | OR JOINT | S. | | | | | |
| Vestibule Doors | X | | | | X | | | JUST. | | | | | | | |
| Vestibule Steps | X | | | | X | | | | SE TREAD |), | | | | | |
| Trap Doors | X | | | | X | | BINDING TO ADJUST. | | | | | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS TORM | ۷. | | | | | | |

| | | SITUATIO | | | DNDIT | | |
|-----------------------|--------|--------------|------------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR (25%). |
| Wheel Slip Devices | Х | | | Х | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | Х | | | Х | | | |
| Wheels | Х | | | X | | | 34 IN DIAMETER WHEELS, 51/2×10 BEARINGS. |
| AIR BRAKES | Intact | SITUATIO | ON Vandalised | Good | ONDIT | Poor | REMARKS |
| D-22, 26L systems | Х | | | X | | | |
| Control Valves | X | | | Х | | | DUE C.O.T.S. |
| Reservoirs | X | | | Х | | | TO CLEAN AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| | | SITUATIO | | | DNDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | X | | | X | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | X | | | Х | | | TO TEST AND SERVICE. |
| | | SITUATIO | NC | CC | ONDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalisad | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE, CONSIDER CONVERSIO FRIGIDAIRE SYSTEM. |
| Condenser | X | | | X | | | TO BLOW AND TEST. |
| Evaporator | Х | | | Х | | | TO WASH AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| TI -0-10 | Intact | SITUATIO | ON Vandalised | Good | ONDIT | Poor | DEMARKS |
| ELECTRIC | Misci | Cannibariseu | Vanualised | GOOG | Pan | - | REMARKS |
| 110/220 Volts DC | | | | 3.0 | | X | ORIGINAL WIRING. |
| DC Generator | Х | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | OLD TYPE TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

| | | SITUATI | | | DNDIT | | |
|-----------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | PROPANE SNACK BAR. |
| Microwave | | | | | | | N/A. |
| Inverter / Alternator | | | | | | | N/A. |
| Appliances | | | | | | | N/A. |
| | | SITUATI | ON | CC | DNDIT | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| Plumbing | Х | | | X | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | Х | | | Х | | | TO TEST AND SERVICE. |
| | | SITUATIO | NC | CC | NDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | FADED AND CHIPPED. |
| Seats | Х | | | Х | | | 64 WAKEFIELD, NO TRAYS. |
| Upholstery | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | X | | | | X | | DIRTY TO CLEAN. |
| Interior Finish | Х | | | | | Х | NEEDS HEAVY COSMETIC ATTENTION |
| Sashes | Х | | X | | | Х | 3 BROKEN, OTHERS CONDENSATED. |
| End Door and Locks | Х | | | X | | | |
| Washroom Doors and Locks | Х | | | Х | | | |
| Window Blinds | Х | | | X | | | |

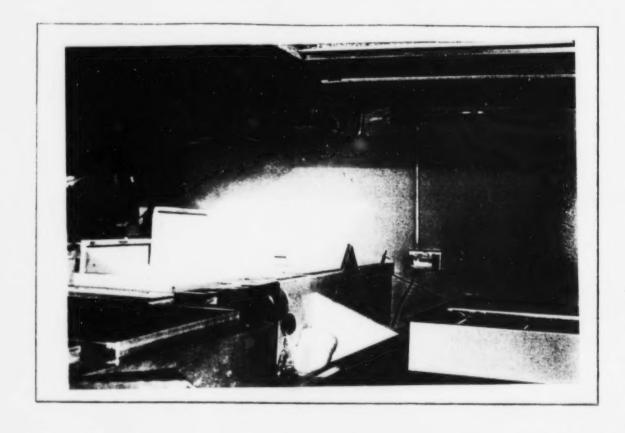
| | | SITUATIO | ON | CC | ONDIT | TION | |
|---------------------------|--------|--------------|------------|------|-------|------|------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | X | | | | | X | 2 TO R.R.R. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | | X | | | | | MISSING. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | X | | | | | X | EVIDENCE OF LEAKS. |

| OTHERS | | | | |
|------------|--------------|--------------|--------------|--------------|
| WHEEL DATA | L1 - 2 ½ IN. | L2 - 2 ½ IN. | L3 - 2 ½ IN. | L4 - 2 ½ IN. |
| | B1 - | R2 - | R3 - | R4 - |

Inpected By:

(Signature)

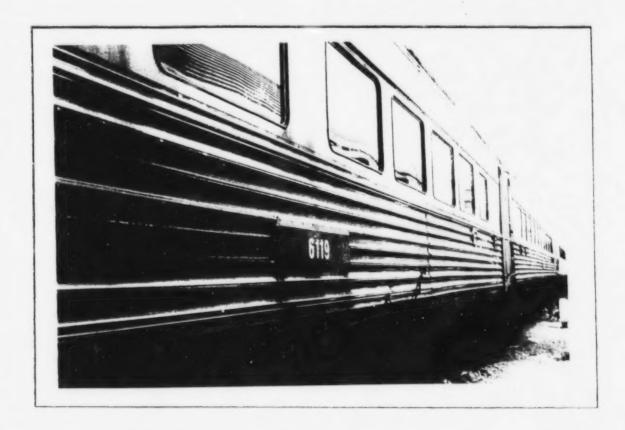
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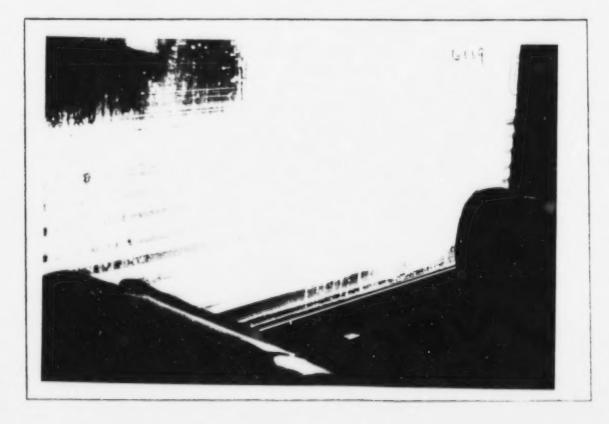


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| | | | PASSENG | ER C | AR/ | CONDI | TION ASS | SESSME | NT | | | |
|-------------------------|--------|--------------------------|---------------------|-------|------|--------|------------------------|---------|----------|---------------------------------|---------|-----|
| Car Number: VIA | 612 | 2 T | ype: RDC | 1 Sna | nck | Inspec | cted by: | R. BO | RDUA | s | | |
| Date: AUGUS | Г 19, | 1999 | | | | Locati | on: TO | RONT | 0 | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | ge: UN | KNOV | WN | | | |
| Last Major Shoppin | g: UN | KNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Red | quires ligh (51-400 | | ntion | 3-Unserv | iceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | ENTS: | | | | | | | | | | | |
| | Intact | SITUATIO | ON Vandalised | Good | DND | TION | | | | **** | | |
| UNDERFRAME | X | Cannibalised | Vandalised | X | Fair | Poor | - | | RE | MARKS | | |
| Center Sill | | | | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TYF | E RUBE | ER GEA | RS. | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| Pilots | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | ON Vandalised | Good | NDI | Foor | | | 25 | MARKS | | |
| Side Sheating and Posts | X | | | | | X | | | APING, I | MARKS FLUTING I R JOINT A | | ΓAL |
| Roof | Х | | | | | X | EVIDE | NCE OF | LEAKS. | | | |
| Vestibule Doors | X | | | | X | | RUBBII | NG TO F | I.I.P. | | | |
| Vestibule Steps | Х | | | X | | | | | | | | |
| Trap Doors | X | | | | X | | | G TO R. | | | | |
| Diaphragms & Canvas | X | | | | X | | CANVA | STORN | l. | | | |
| Platform | X | | | X | | | | | | | | |

| | SITUATION CONDITION | | | | | | |
|-------------------|---------------------|--------------|------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | | X | | MILEAGE WEAR (40%). |
| Built up | | | | | | | |
| Wheel Slip | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Devices | | | | | | | |
| | X | | | X | | | |
| Springs | | | | | | | |
| | X | | | X | | | 34 IN DIAMETER WHEELS, 51/2x10 BEARINGS. |
| Wheels | | | | | | | |
| | | SITUATIO | | | NDIT | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | | | | |
| D-22, 26L systems | | | | | | | |
| | X | | | | X | | DUE C.O.T.S. |
| Control Valves | | | | | | | |
| | X | | | | X | | TO FLUSH AND TEST. |
| Reservoirs | | | | | | | |
| | X | | | | X | | DUE PERIODIC TESTS. |
| Hand Brakes | | | | | | | |
| | | SITUATIO | | | TIDNO | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | | | | | | | |
| Engine Coolant | | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE. |
| Floor Heat Coils | ^ | | | ^ | | | TO TEST FINE SELLINGE. |
| riour rieat coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | ^ | | | - | | | TO TEST MIND SETTING |
| Overnead Cons | - | SITUATI | ON | C | ONDIT | ION | |
| AIR | | | | | 1 | | REMARKS |
| CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | |
| COMPITIONING | X | | | X | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION |
| Freon 12 System | ^ | | | 1 | | | CARRIER SYSTEM. |
| rieon iz oystem | X | | | X | 1 | 1 | TO BLOW AND TEST. |
| Condenser | | | | 1 | | | |
| Condenser | X | | | X | 1 | | TO WASH AND TEST. |
| Evaporator | 1 | | | 1" | | | |
| Lvaporator | X | | | X | | | TO BENCH OVERHAUL. |
| Compressor | 1 | | | 1 | | | |
| Compressor | | SITUATI | ON | C | ONDI | TION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| ELLOTTIO | X | | | | + | X | ORIGINAL WIRING PERISHED. |
| 110/220 Volts DC | 1^ | | | | | 1 | |
| TTO/220 VOIGS DO | X | - | | X | + | 1 | 2X 10 kw TO BENCH, TEST AND OVERHAUL. |
| DC Generator | 1^ | | | 1 | | | EX TO AM TO DESTRUIT THE STATE OF THE STATE |
| DC Generator | - | X | _ | + | + | + | REMOVED. |
| Dattorios | | ^ | | | | | TIEMOVES. |
| Batteries | X | - | + | X | +- | + | OLD TYPE, TO TEST AND SERVICE. |
| Control Donal | ^ | | | 1^ | | | OLD THE, TO TEST AND SETTION |
| Control Panel | - | | X | + | + | X | FIXTURES BROKEN. |
| Lighting | | | ^ | | | - | The other bitotters |
| Lighting | X | | + | X | + | + | TO BENCH OVERHAUL. |
| Main Blower Fans | × | | | ^ | | | TO DENOTTO VETTINOE. |
| | | 1 | | | | 1 | |

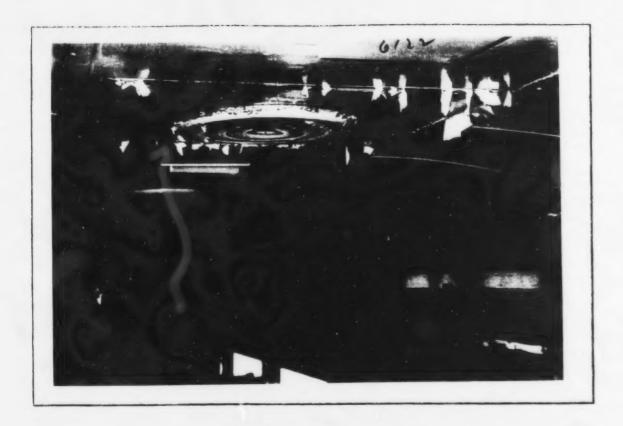
| | | SITUATI | ON | C | ONDI | TION | |
|-----------------------------|--------|--------------|------------|------|------|------|----------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | | X | | | | | MISSING - PROPANE SYSTEM. |
| Refrigeration | | | | | | - | |
| | | | | | | | N/A. |
| Microwave | 1 | | | - | | - | I AVA |
| Inverter / Alternator | X | | | | | | N/A. |
| Appliances | | | | | | | N/A. |
| пррпаноез | | SITUATIO | ON | CC | NDIT | TION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| | X | | | X | | | TO TEST AND SERVICE. |
| Plumbing | X | | | V | | - | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| | X | | | Х | | | TO TEST AND SERVICE. |
| Basins | - | SITUATIO | ON | CC | NDIT | ION | |
| COSMETICS / | | | | | | T | REMARKS |
| AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | |
| Eutorios Point | | | | | | X | FADED. |
| Exterior Paint | X | | | | | X | 68 MOUNT ROYAL, POOR CONDITION. |
| Seats | ^ | | | | | ^ | OB MODINI NOTAL, POUN CONDITION. |
| 50415 | X | | | | X | | DUSTY TO CLEAN. |
| Jpholstery | | | | | | | |
| | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | | | | | | | |
| | X | | | | X | | NEEDS COSMETIC ATTENTION. |
| nterior Finish | | | · · | | | 1 | LEAVING A PROVEN |
| Sashes | | | X | | | X | LEAKING - 4 BROKEN. |
| oasnes | X | | | X | | - | |
| End Door and | | | | ^ | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

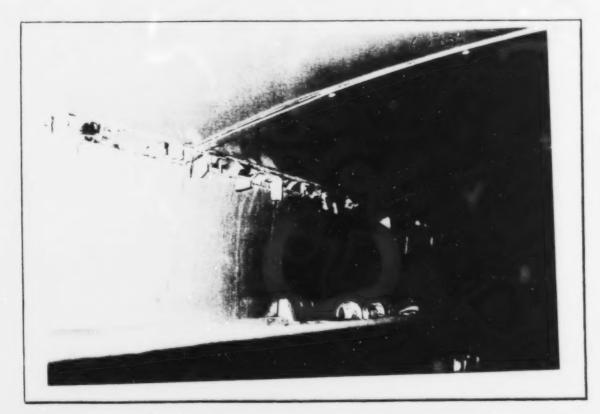
| | | SITUATIO | ON | C | ONDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | X | | | | X | | TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | X | | | | X | | TO TEST AND BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | X | | | | | X | EVIDENCE OF LEAKS. |

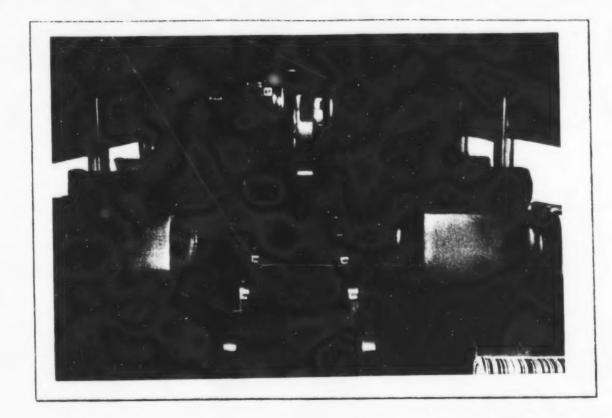
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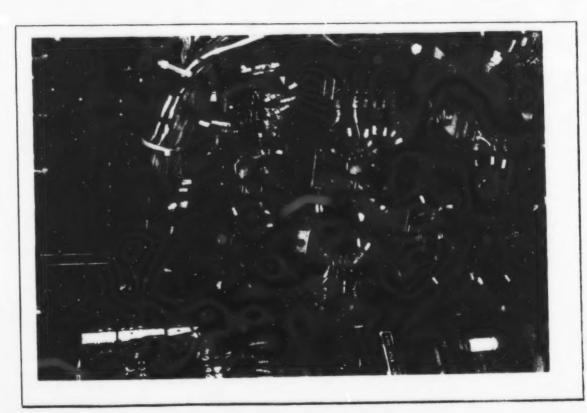
| OTHERS | | | | |
|------------|-------------|--------------|--------------|--------------|
| WHEEL DATA | L1 - 2½ IN. | L2 - 2 ½ IN. | L3 - 1 ¼ IN. | L4 - 2 ½ IN. |
| | R1 - | R2 - | R3 | R4 |

| pected By: | |
|------------|--|
| | |









| | | | PASSENG | ER C | AR/C | ONDI | ION AS | SESSME | N1 | | | |
|-------------------------|--------|--------------------------|---------------------|------|------|--------|---------|------------------------|-------|-------------|---------|-------|
| Car Number: VIA | 613 | 6 T | ype: RDC | 1 | | Inspec | ted by: | R. BO | RDU | AS | | |
| Date: AUGUS | | Location: TORONTO | | | | | | | | | | |
| Year Built: 1950 - 1957 | | | | | | | je: UN | KNOV | VN | | | |
| Last Major Shoppin | g: UI | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Red | | ht interve 0 hours) | ntion | 3-Unservice | eable | |
| APPRAISAL: | | 11 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| | Intact | SITUATIO | ON Vandalized | Good | Pair | Poor | | | - | EMARKS | | |
| Center Sill | X | Carmidalized | Variounzeo | X | | 1.001 | | | Н | EMARKS | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | "E" TV | PE RUBE | ER GE | ARS | • | |
| Couplers & Gears | × | | | X | | | - 11 | re nobe | EN GE | ANO | | |
| Buffers / Stems | | | | | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalized | Vandalized | Good | Pair | Poor | - | | B | EMARKS | | |
| Side Sheeting and | X | | | X | | | | | | | | |
| Roof | X | | | | | X | EVIDE | NCE OF | LEAKS | - MILDEW - | - MUSTY | SMELL |
| Vestibule Doors | X | | | | Х | | TO AD | | | | | |
| Vestibule Steps | X | | | | X | | | ORTED ' | | | | |
| Trap Doors | X | | | | X | | BINDI | NG TO A | DJUST | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | X | | | | | | | | |

| | | SITUATIO | N | CC | NDIT | | |
|---------------------|----------|--------------|------------|------|-------|-------|--|
| TRUCKS | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR |
| Wheel slip device | X | | | X | | | DECELOSTAT TO TEAT AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | Х | | | X | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| | | SITUATIO | | | NDIT | | |
| AIR BRAKES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAINTENANCE |
| | | SITUATIO | | | DNDIT | | |
| HEATING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE |
| | | SITUATIO | NC | CC | TIDNO | ION | |
| AIR CONDITIONING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE – CONSIDER CONVERSI – FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | X | | | X | | | TO WASH AND TEST |
| Compressor | X | | | X | | | TO BENCH OVERHAUL |
| EL FOTDIO | Interest | SITUATIO | | Good | ONDIT | Poor | DEMARKS |
| ELECTRIC | Intact | Cannibalized | Vandalized | | L-Bit | P'001 | REMARKS |
| 110/220 Volts DC | X | | | X | | | NEW WIRING |
| DC Generator | X | | | X | | | 2 X 10 kW TO BENCH OVERHAUL |
| Batteries | | X | | | | | REMOVED |
| Control Panel | X | | | X | | | OLD TYPE TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL |

| | | SITUATIO | | | DNDIT | | |
|-----------------------|--------|--------------|------------|------|-------|------|--|
| ELECTRIC Con't | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE |
| Exhaust Fans | | | | | | | |
| | | | | | | | N/A |
| Refrigeration | | | | | | | |
| | | | | | | | N/A |
| Microwave | | | | | | | |
| | | | | | | | N/A |
| Inverter / | | | | | | | |
| Alternator | | | | | | - | 1 |
| Annlanas | | | | | | | N/A |
| Appliances | - | CITHATI | 241 | 000 | ONDIT | 101 | |
| WATER | | SITUATIO | JN | CC | דוטאכ | ION | DEMARKS |
| WATER | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| SANITATION | X | | | X | | - | TO FLUSH, TEST AND STERILIZE |
| Water Tank & | ^ | | | ^ | | | TO FLOSH, TEST AND STERILIZE |
| | | | | | | | |
| Casing | X | | | X | | | TO TEST AND SERVICE |
| Plumbing | ^ | | | ^ | | 1 | TO TEST AND SERVICE |
| iditioning | X | | | X | | | TO TEST AND SERVICE |
| Toilets | ^ | | | ^ | | | TO TEST AIRD SETTIOE |
| i Olloto | X | | | X | | | TO TEST AND SERVICE |
| Basins | ^ | | | ^ | | | TO TEST AIRD SERVICE |
| Dadiilo | | SITUATIO | ON | CC | NDIT | ION | |
| COSMETICS / | | | | | | T | REMARKS |
| AMENITIES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| | X | | | | | X | FLAKED - FADED - CHIPPED |
| Exterior Paint | | | | | | | |
| | X | | | Х | | | 74 SLEEPY HOLLOW - NO TRAYS |
| Seats | | | | | | | |
| | X | | | | X | | DUSTY TO CLEAN |
| Upholstery | | | | | | | |
| | X | | | | X | | DIRTY TO CLEAN |
| Carpets | | | | | | | |
| | X | | | | | X | EVIDENCE OF LEAKS - CONDENSATED |
| nterior Finish | | | | | | | |
| | X | | | | | X | |
| Sashes | | | | | | | |
| | X | | | X | | | |
| End Door and | | | | | | | |
| ocks | | | | | | | |
| | X | | | X | | | |
| Washroom Doors | | | | | | | |
| and Locks | - | | | | | | |
| | X | | | X | | | |
| Window Blinds | | | | | | | |

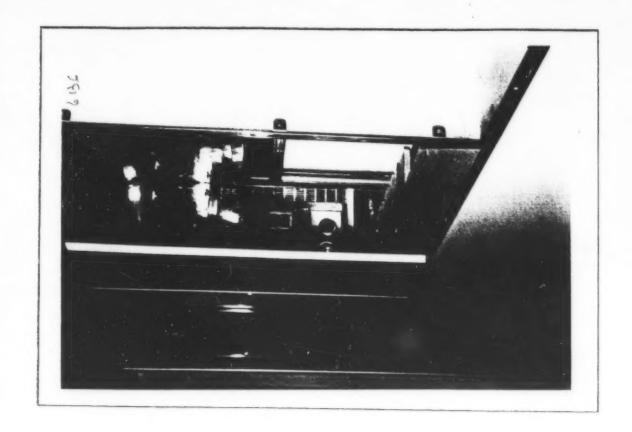
| | | SITUATIO | ON | CC | DNDIT | TION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | | | X | 2 TO R.R.R. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | | | X | | | TO TEST |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE |
| Radiators | X | | | | | X | EVIDENCE OF LEAKS |

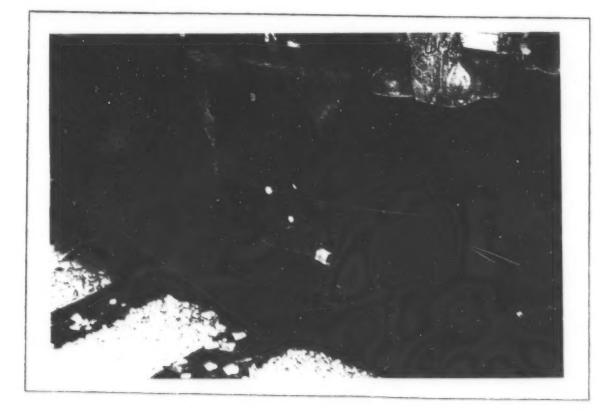
| OTHERS | ** | | 1 | |
|------------|------------|-------------|------------|------------|
| WHEEL DATA | L1 – 2 IN. | L2 - 2½ IN. | L3 - 2 IN. | L4 - 2 IN. |
| | R1 - | R2 - | R3 - | R4 - |

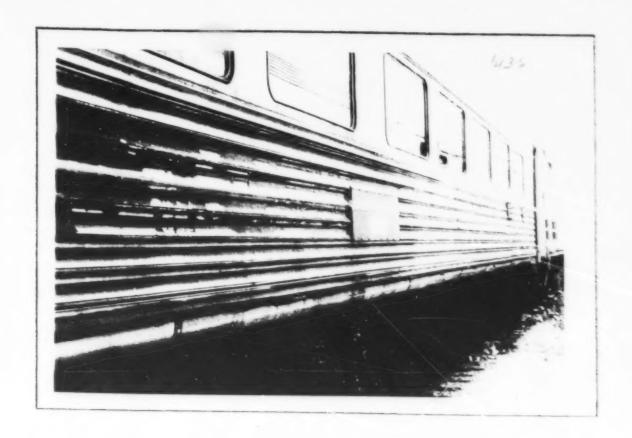
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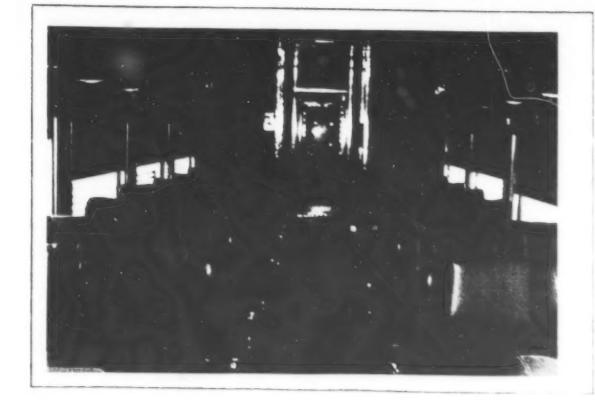
(Signature)

(Date)









| | | | PASSENG | ER C | AR/ | CONDI | TION AS | SESSME | NT | | | |
|---------------------|---------------|--------------------------|---------------------|------|---------------|--------|----------|--------------------------|---------|-----------|------------------|----|
| Car Number: VIA | 613 | 7 T | ype: RD | C1 | | Inspec | cted by: | R. BO | RDUA | s | | |
| Date: AUGUS | Г 13, | 1999 | | | | Locati | on: M | ONTRE | AL | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | ge: Ul | NKNOV | WN | | | |
| Last Major Shoppin | g: U l | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1 | Servicea (0-50 h | | is | 2- Red | | ght interve 00 hours) | ntion | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibalised | Vandalised | Good | Fair | Poor | - | | RE | MARKS | | |
| Center Sill | Х | | | Х | | | | | | | | |
| Side Sills | | | X | | X | | SIDE | SILL CAP | DENTED | - 6 FT, L | -SIDE | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | #E" T\ | DE MALL | GHMAT G | FARC | | |
| Couplers & Gears | × | | | X | | | FI | PE WAU | GHMAT G | EARS. | | |
| Buffers / Stems | _ | | | | | | | | | | | 1 |
| STRUCTURE | Intact | SITUATIO Cannibalised | ON Vandalised | Good | ONDIT Fair | Poor | - | | REI | MARKS | | |
| Side Sheating and | | | | | | Х | | | | POOR JO | INT. LETT IT. | ER |
| Roof | X | | | | | X | EVIDE | ENCE OF | LEAKS. | | | |
| Vestibule Doors | Х | | | X | | | | | | | | |
| Vestibule Steps | Х | | | X | | | | | | | | |
| Trap Doors | X | | | | X | | | DJUST. | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS TORN | 1. | | | |
| Platform | Х | | | X | | | | | | | | |

| | | SITUATIO | | | NDIT | | |
|-------------------|--------|--------------|------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | MILEAGE WEAR. |
| Castings | X | | | X | | | MILEAGE WEAR. |
| Springs | X | | | X | | | DOUBLE COILS. |
| Wheels | Х | | | X | | | 34" DIAMETER WHEELS, 5½x10 CONVENTIONAL BEARINGS. |
| | | SITUATIO | N | CC | NDIT | ON | |
| AIR GRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | Х | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO CLEAN AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC TESTS. |
| | | SITUATIO | | | NDIT | | |
| HEATING | intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | X | | | | | | |
| Floor Heat Coils | X | | | Х | | | TO FLUSH TEST AND SERVICE. |
| Overhead Coils | X | | | X | | | TO FLUSH TEST AND SERVICE. |
| | | SITUATIO | NC | CC | TIDNO | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | X | ENVIRONMENT ISSUE, CONSIDER CONVERSION |
| Condenser | X | | | X | | | TO CLEAN AND TEST. |
| Evaporator | Х | | | X | | | TO CLEAN AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | ON | | DNDIT | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | | |
| DC Generator | Х | | | | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. |
| Lighting | X | | | Х | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

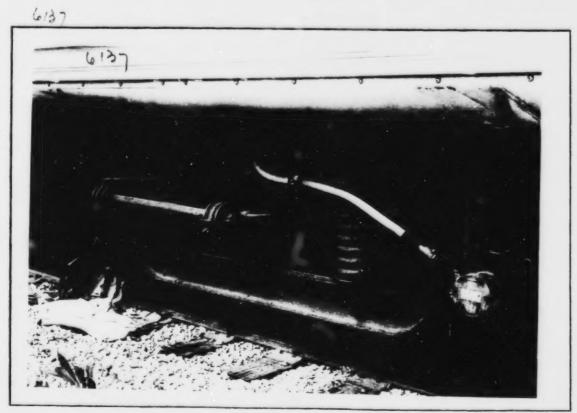
| | | SITUATI | | | DNDIT | | |
|-----------------------------|--------|--------------|------------|------|-----------|------|------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | Х | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A |
| Microwave | | | | | | | N/A |
| Inverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A |
| | | SITUATIO | ON | CC | DNDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | × | | | X | | | TO FLUSH TEST AND STERILIZE. |
| Plumbing | X | | | X | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | X | | | X | | | TO TEST AND SERVICE. |
| Dasiris | | SITUATIO | ON | CC | CONDITION | | |
| COSMETICS / | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | VIA BLUE & YELLOW. |
| Seats | X | | | X | | | 64 SLEEPY HOLLOW. |
| Upholstery | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | Х | | | | | X | MILDEWED. |
| Interior Finish | | | | | X | | NEEDS COSMETIC ATTENTION. |
| Sashes | Х | | | | | X | LEAKING. |
| End Door and Locks | X | | | х | | | |
| Washroom Doors and Locks | х | | | X | | | |
| Window Blinds | X | | | X | | | |

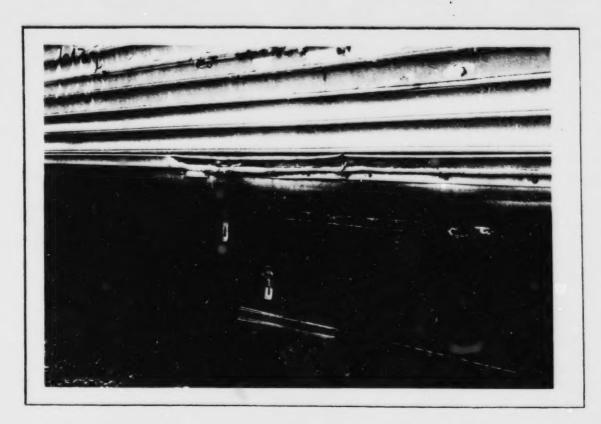
| | | SITUATIO | N | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|-------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS. TO BENCH OVERHAUL. |
| Engine Pans | X | | | | X | | TO ADJUST. |
| Spicer Shafts | Х | | | | X | | TO BENCH OVERHAUL. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | Х | | | Х | | | TO FLUSH AND SERVICE. |
| Exhaust System | Х | | | X | | | TO TEST AND SERVICE. |
| Brake Control Valves | X | | | X | | | 26L DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE. |
| Bells / Horns | Х | | | X | | | TO TEST AND SERVICE. |

| OTHERS | | | T | i |
|------------|-------------|------------|------------|------------|
| WHEEL DATA | L1 – 2½ IN. | L2 - 2 IN. | L3 - 2 IN. | L4 - 2 IN. |
| | R1 - | R2 - | R3 - | R4 - |

| Inpected By: | |
|--------------|--------|
| (Signature) | (Date) |



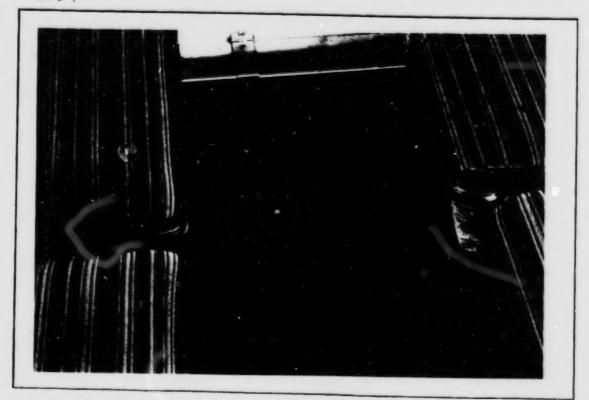








6137-



| | | P | ASSENG | ER C | AR/C | CONDIT | ION AS | SESSME | NT | | | | | |
|---|--------|--------------|------------|-------|-------|--------------------|---|----------|----------|----------|---------------|----|--|--|
| Car Number: VIA | 614 | 0 Ty | pe: RDC | 1 Sna | ck | Inspec | ted by: | R. BO | RDUA | S | | | | |
| Date: AUGUST | 13, | 1999 | | | | Location: MONTREAL | | | | | | | | |
| Year Built: 1950 - 1957 | | | | | | | e: UN | KNOV | VN | | | | | |
| Last Major Shopping | g: UI | NKNOW | N | | | | | | | | | | | |
| CLASSIFICATION: 1- Serviceable as is (0-50 hours) | | | | | | | 2- Requires light intervention 3-Unserviceable (51-400 hours) | | | | | | | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | |
| CENEDAL CONST | NTO | | | | | | | | | | | | | |
| GENERAL COMME | NIS: | SITUATIO | ON | CC | ONDIT | TION | | | | | 20 2 20 | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | RE | MARKS | | | | |
| Center Sill | X | | | X | | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | | |
| Needle Beams | ^ | | | ^ | | | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE WAU | GHMAT G | BEARS. | | | | |
| Buffers / Stems | X | | | X | | | | | | | | | | |
| Pilots | X | | | X | | | | | | | | | | |
| | | SITUATIO | | | ONDI | | | | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | LIED IS | | MARKS | A . D. ENIE . | | | |
| Side Sheating and Posts | X | | | X | | | PAIC | HED, JOI | NTS DIST | OHTION | A+B ENDS | | | |
| Roof | X | | | Х | | | PATC | HED, EVI | DENCE C | OF LEAKS | | | | |
| Vestibule Doors | X | | | X | X | | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | | |
| Trap Doors | X | | | | X | | BEND | | | | ,- | | | |
| Diaphragms & Canvas | X | | | X | | | CANV | AS TORM | ٧. | | | | | |
| Platform | X | | | X | | | | | | | | | | |

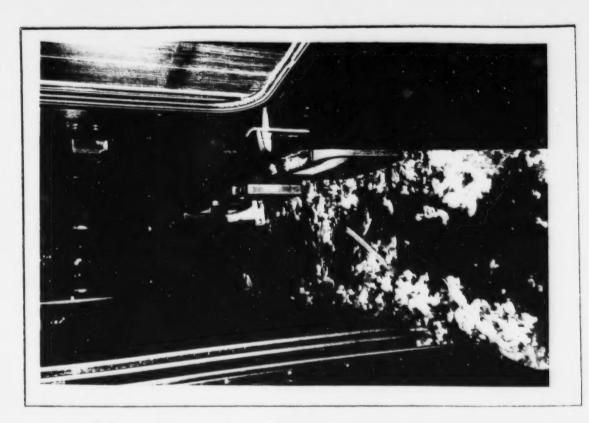
| | | SITUATIO | ON | C | DNDIT | ION | | | | |
|-----------------------------|--------|--------------------------|------------------|------|-------|------|--|--|--|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | |
| 4-Wheels I.S.H. Built up | X | | | X | | | LOW MILEAGE WEAR. | | | |
| Wheel Slip Devices | X | | | X | | | ROLOKRON, TO TEST AND SERVICE.X | | | |
| Springs | X | | | X | | | | | | |
| Wheels | X | | | X | | | 34 IN DIAMETER WHEELS, 51/2x10 BEARINGS. | | | |
| AIR BRAKES | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Fair | Poor | REMARKS | | | |
| D-22, 26L systems | X | | | | | | | | | |
| Control Valves | X | | | | X | | DUE C.O.T.S. | | | |
| Reservoirs | X | | | | X | | TO FLUSH AND TEST. | | | |
| Hand Brakes | X | | | | X | | DUE PERIODIC TESTS. | | | |
| | | SITUATIO | | | DNDIT | | | | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | |
| Engine Coolant | | | | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. | | | |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. | | | |
| | | SITUATIO | ON | CC | NDIT | ION | E-01-10-20-2 | | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | |
| Freon 12 System | X | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION CARRIER SYSTEM. | | | |
| Condenser | X | | | X | | | TO BLOW AND TEST. | | | |
| Evaporator | X | | | X | | | TO WASH AND TEST. | | | |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. | | | |
| ELECTRIC | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Pair | Poor | REMARKS | | | |
| 110/220 Volts DC | X | | | | | X | ORIGINAL WIRING. | | | |
| DC Generator | X | | | X | | | 2X 20 kw TO BENCH OVERHAUL. | | | |
| Batteries | | X | | | | | REMOVED. | | | |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. | | | |
| Lighting | Х | | | X | | | TO TEST AND SERVICE. | | | |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. | | | |

| | | SITUATIO | | | NDIT | | |
|--------------------------|--------|--------------|------------|------|-------|------|-------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | Х | | - | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A - PROPANE SYSTEM. |
| Microwave | | | | | | | N/A - PROPANE SYSTEM. |
| Inverter / Alternator | | | | | | | PROPANE SYSTEM. |
| Appliances | | | | | | | N/A - PROPANE SYSTEM. |
| | | SITUATIO | ON | CC | NDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | Х | | | TO FLUSH, TEST AND STERILIZE. |
| Plumbing | | X | | | | | |
| Toilets | | X | | | | | |
| Basins | | X | | | | | |
| Dasiris | - | SITUATI | ON | CC | DNDIT | ION | |
| COSMETICS / | intact | Cannibalised | Vandalised | Good | | | REMARKS |
| Exterior Paint | X | | | | | X | FADED, STAINED, CHIPPED. |
| Seats | X | | | | | Х | 64 MOUNT ROYAL. |
| Upholstery | X | | X | | | X | DAMAGED. |
| Carpets | X | | | | | X | MILDEWED. |
| Interior Finish | X | | | | | Х | VANDALIZED. |
| Sashes | X | | | | | Х | LEAKING. |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

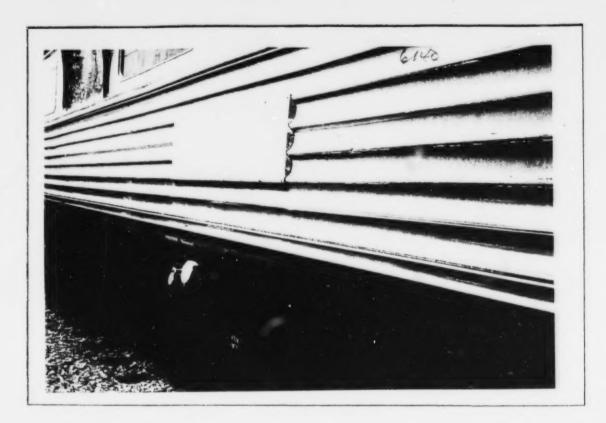
| | | SITUATIO | CC | DNDIT | ION | | |
|---------------------------|--------|--------------|------------|-------|------|------|-------------------------------|
| POWER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | | | | | X | | 2 TO R.I.P. |
| Spicer Shafts | | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE. |
| Bells / Horns | Х | | | X | | | TO TEST AND SERVICE. |
| Radiator | X | | | X | | | EVIDENCE OF ANTIFREEZE LEAKS. |

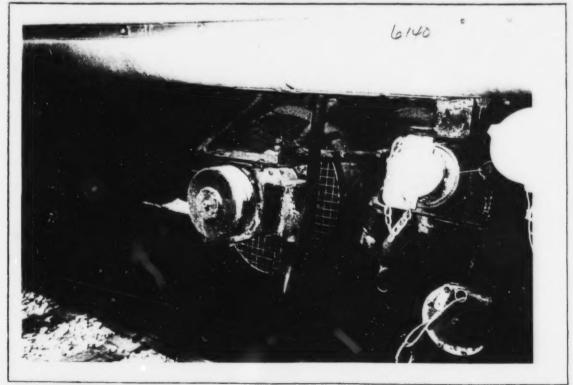
| OTHERS | | | | |
|------------|-------------|-------------|--------------|--------------|
| WHEEL DATA | L1 - 2½ IN. | L2 - 2% IN. | L3 - 2 % IN. | L4 - 2 % IN. |
| | R1 | R2 | R3 | R4 - |

| Inpected By: | |
|--------------|--------|
| | |
| (Signature) | (Date) |

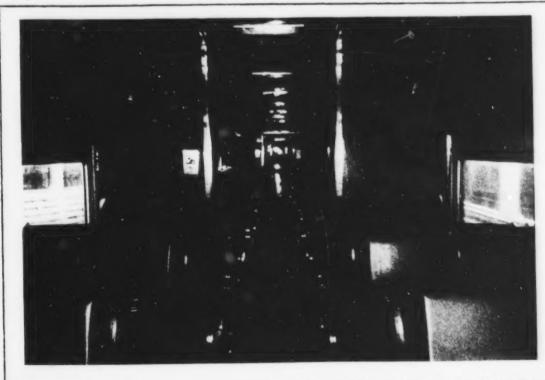












| | | | PASSEN | ER C | AR/ | CONDI | TION AS | SESSME | NT | | | | |
|-------------------------|--------|--------------|---------------------|-------|------|--|---------|-------------------------|---------|----------|---------|----|--|
| Car Number: VIA | 614 | 3 T | ype: RDC | 1 Sna | ack | Inspected by: R. BORDUAS Location: MONTREAL | | | | | | | |
| Date: AUGUS | T 13, | 1999 | | | | | | | | | | | |
| Year Built: 1950 - 1957 | | | | | | Mileag | ge: Ul | NKNOV | VN | | | | |
| Last Major Shoppin | g: U | NKNOW | /N | | | | | | | | | | |
| CLASSIFICATION: | | 1 | Servicea (0-50 h | | is | 2- Red | | ht interve 00 hours) | ntion | 3-Unserv | iceable | | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| GENERAL COMMI | ENTS: | | | | | | | | | | | | |
| | | SITUATIO | | | ONDI | | | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | RE | MARKS | | | |
| Center Sill | X | | | X | | | | | | | | | |
| Side Sills | Х | | | х | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE WAU | GHMAT G | EARS. | | | |
| Buffers / Stems | X | | | X | | | | | | | | | |
| Pilots | X | | | X | | | | | | | | | |
| | | SITUATIO | | | ONDI | | | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | LIGHT | JOINT D | | MARKS | D | | |
| Side Sheating and Posts | ^ | | | | ^ | | LIGHT | JOINT | STORTE | JN, A-EN | U. | | |
| Roof | X | | | | | Х | | HED, EVI | DENCE C | F LEAKS | 6 | | |
| Vestibule Doors | X | | | | X | | RUBB | ING. | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | |
| Trap Doors | X | | | | N. | X | | HED, BEN | | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS TORN | B-END. | | | | |
| Platform | X | | | X | | | | | | | | | |

| | | SITUATIO | | | NDIT | | |
|---|--------|--------------|------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | X | | | | X | | MILEAGE WEAR (40%). |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | Х | | | X | | | |
| Wheels | Х | | | Х | | | 34 IN DIAMETER WHEELS, 51/2×10 BEARINGS. |
| *************************************** | | SITUATIO | N | CC | NDIT | ION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | | Х | | DUE C.O.T.S. |
| Reservoirs | X | | | | X | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | | Х | | DUE PERIODIC TESTS. |
| | | SITUATIO | ON | CC | DNDIT | ION | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | Х | | | TO TEST AND SERVICE. |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. |
| | | SITUATIO | ON | C | DNDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM. |
| Condenser | X | | | X | | | TO BLOW AND TEST. |
| Evaporator | X | | | X | | | TO WASH AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | ON | C | DNDIT | ION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | | | | | | X | ORIGINAL WIRING. |
| DC Generator | X | | | Х | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | Х | | | | | REMOVED. |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | | | | X | | | TO BENCH OVERHAUL. |

| | | SITUATIO | | | DNDIT | | |
|-----------------------|-----------|--------------|------------|------|-----------|------|---|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | | | | | | | N/A - PROPANE SYSTEM. |
| Refrigeration | | | | | | | |
| | | | | | | | N/A - PROPANE SYSTEM. |
| Microwave | | | | | | | |
| | | | | | | | N/A - PROPANE SYSTEM. |
| Inverter / | | | | | | | |
| Alternator | | | | | | - | |
| 4 | | | | | | | N/A - PROPANE SYSTEM. |
| Appliances | | | | - | | | |
| | | SITUATIO | ON | CC | NDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| SANITATION | 1 | | | N. | | - | TO FILIOU TEOT AND OTTOWN |
| | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| Water Tank & | | | | | | | |
| Casing | | | | · · | | - | TO TEST AND SERVICE. |
| Diverbies | X | | | X | | | TO TEST AND SERVICE. |
| Plumbing | X | | | X | | - | TO TEST AND SERVICE. |
| Tailete | X | - N | | ^ | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | ^ | | | ^ | | | TO TEST AND SERVICE. |
| Dasiris | - | SITUATIO | ON | CC | CONDITION | | |
| COSMETICS / | SITUATION | | | | | | REMARKS |
| AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | TEMATICO |
| AMENTILO | X | | | | | X | FADED, STAINED, CHIPPED. |
| Exterior Paint | ^ | | | | | ^ | TADED, GTAINED, GTIII TED. |
| Enterior Family | X | | | X | | | 64 WAKEFIELD, NO FOOD TRAYS. |
| Seats | | | | | | | |
| | X | | | | X | | DUSTY TO CLEAN. |
| Upholstery | | | | | | | |
| | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | | | | | | | |
| | X | | | | | X | ROOF LEAKS AND STAINS. WALL FINISH PEELED |
| Interior Finish | | | | | | | |
| | X | | | X | | | |
| Sashes | | | | | | | |
| | X | | | X | | | |
| End Door and | | | | | | | |
| Locks | | | | | | | |
| | X | | | X | | | |
| Washroom Doors | | | | | | | |
| and Locks | | | | | | | |
| | X | | | X | | | |
| Window Blinds | | | | | | | |

| | | SITUATIO | ON | C | ONDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|-------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | Х | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | | | | | X | | 2 TO R.I.P. |
| Spicer Shafts | | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiator | X | | | X | | | EVIDENCE OF ANTIFREEZE LEAKS. |

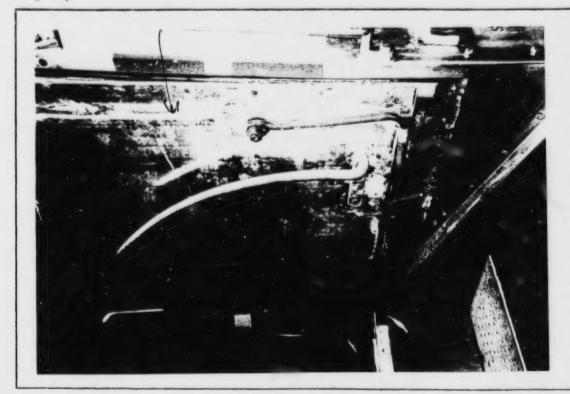
| OTHERS | | | | |
|------------|-------------|-------------|--------------|------------|
| WHEEL DATA | L1 - 2½ IN. | L2 - 1% IN. | L3 - 2 ½ IN. | L4 - 2 IN. |
| | R1 - | R2 | R3 | R4 |

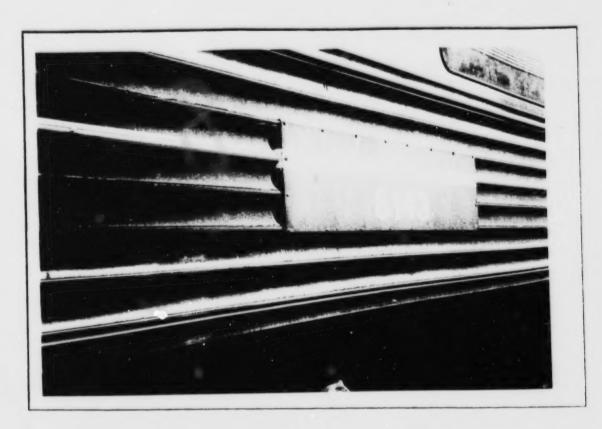
Inpected By:

(Signature)

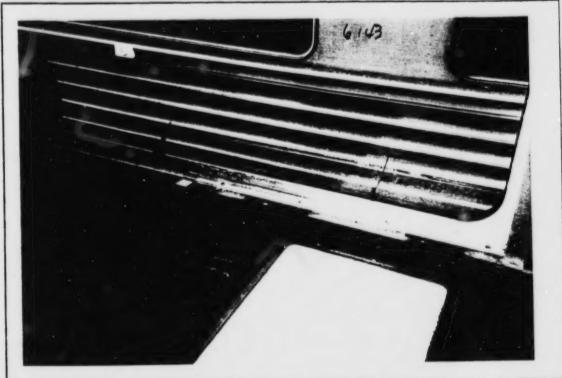
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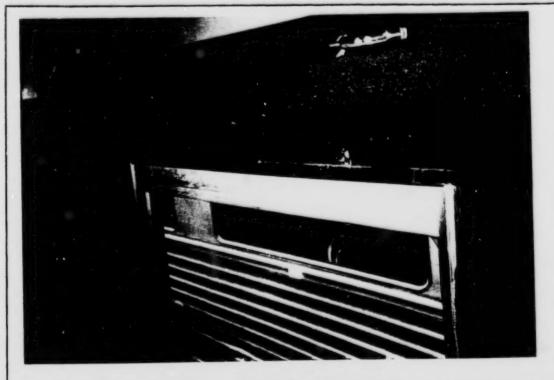












| | | P | ASSENG | ER CA | R/C | CONDIT | ON AS | SESSMEN | T | | | | |
|--|--------|--------------------------|----------------------|-------|------|--------|--------------------------|----------------------------|--------|------------------------------|--------|----|--|
| Car Number: VIA 6200 Type: RDC2 snack Date: AUGUST 19, 1999 | | | | | | | Inspected by: R. BORDUAS | | | | | | |
| | | | | | | | n: TC | DRONTO | | | | | |
| Year Built: 1950 | - 195 | 57 | | | | Mileag | e: Ul | NKNOW | N | | | | |
| Last Major Shopping | : UN | KNOW | N | | | | 9 | | | | | | |
| CLASSIFICATION: | | 1- | Serviceat (0-50 h | | is | 2- Req | | ght intervent 00 hours) | ion | 3-Unservi | ceable | | |
| APPRAISAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| CENEDAL CONNE | NTC. | | | | | | | | | | | | |
| GENERAL COMME | 1415: | SITUATIO | N | CC | | TION | | | | | | | |
| UNDERFRAME | intact | Cannibalized | Vandalized | Good | Fair | Poor | | | R | EMARKS | | | |
| Center Sill | X | | | X | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | |
| End Sills | | | | | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" T | YPE RUBBE | R GE | ARS | | | |
| Buffers / Stems | X | | | X | | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalized | N Vandalized | Good | Pair | Poor | - | | B | REMARKS | | | |
| Side Sheeting and Posts | X | | | | X | | FLUT | ING DISTO | | Address of the latest to the | | | |
| Roof | X | | | | X | | PATO | CHED / DEN | ITED ' | 'L"-SIDE | | | |
| Vestibule Doors | X | | | X | | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | |
| Trap Doors | X | | | | X | | | DJUST | | | | | |
| Diaphragms & Canvas | X | | | | X | | CAN | VAS TORN | - A + | В | | | |
| Platform | X | | | X | | | | | | | | | |

| | T | SITUATI | ON | C | DNDIT | ION | |
|---------------------|-----------|--------------------------|------------------|-----------|-------|------|---|
| TRUCKS | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR |
| Wheel slip device | X | X | | X | | | DECELOSTAT TO TEST AND SERVICE - R2 MISSING |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| AIR BRAKES | Intact | SITUATION Cannibelized | ON Vandalized | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | | Х | | | DUE PERIODIC MAINTENANCE |
| HEATING | Intact | SITUATIO Cannibalized | ON Vandalized | Good | Pair | Poor | REMARKS |
| Engine Coolant | x | | | X | | | TIEMATING |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE |
| | SITUATION | | | CONDITION | | | |
| AIR CONDITIONING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE – CONSIDER CONVERSION – FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | X | | | X | | | TO WASH AND TEST |
| Compressor | X | | | X | | | TO BENCH OVERHAUL |
| ELECTRIC | Intact | SITUATIO Cannibalized | Vandalized | Good | Pair | Poor | REMARKS |
| 110/220 Volts DC | X | | | X | | | NEW WIRING |
| DC Generator | X | | | | | | 2 X 10 kW TO BENCH OVERHAUL |
| Batteries | | X | | | | | REMOVED |
| Control Panel | X | | | Х | | | OLD TYPE TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | X | | | Х | | | TO BENCH OVERHAUL |

| | | SITUATIO | N | CO | NDIT | ION | |
|-----------------------------|-----------|--------------|------------|-----------|------|------|---------------------------------------|
| ELECTRIC Con't | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| xhaust Fans | X | | | X | | | TO TEST AND SERVICE |
| Refrigeration | X | | | Х | | | 1 PROPANE TYPE TO TEST AND SERVICE |
| Microwave | | | | | | | N/A |
| nverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A |
| | | SITUATIO | ON | CC | NDIT | ION | |
| WATER | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE |
| Plumbing | X | | | X | | | TO TEST AND SERVICE |
| Toilets | X | | | X | | | TO TEST AND SERVICE |
| Basins | X | | | Х | | | TO TEST AND SERVICE |
| Dasiris | SITUATION | | | CONDITION | | | |
| COSMETICS / AMENITIES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Exterior Paint | X | | | | X | | FADED |
| Seats | X | | | Х | | | 50 WAKEFILED - NO TRAYS |
| Uphoistery | X | | | X | | | TO CLEAN |
| Carpets | X | | | Х | | | TO CLEAN |
| Interior Finish | X | | | X | | | REQUIRES LIGHT COSMETIC ATTENTION |
| Sashes | X | | | X | | | |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | Х | | | |
| Window Blinds | X | | | X | | | |

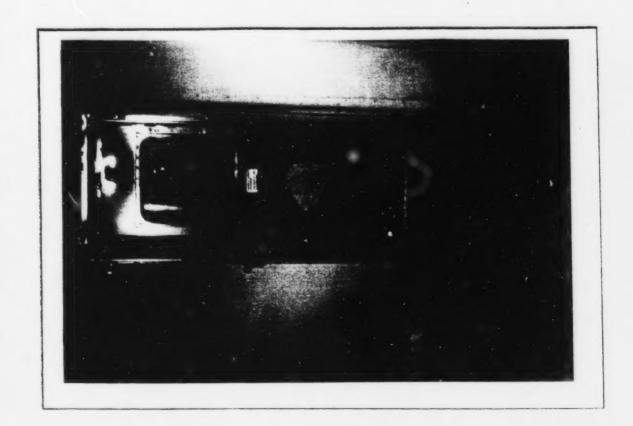
| | | SITUATIO | ON | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | | X | | | X | | 1 MISSING 1 TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | Х | | | | X | | TO BENCH OVERHAUL |
| Fuel Tank | X | | | Х | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | | | X | | | TO TEST |
| Bells / Horns | X | | | X | | | |
| Radiators | Х | | | X | | | EVIDENCE OF LEAKS |

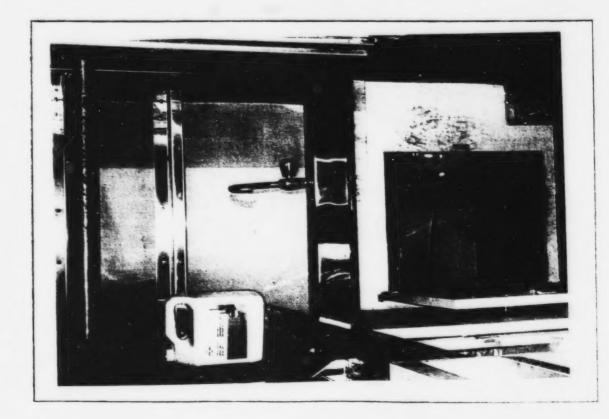
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I

| OTHERS | | | | |
|------------|------------|-------------|------------|--------------|
| WHEEL DATA | L1 – 2 IN. | L2 - 2½ IN. | L3 - 2 IN. | L4 2 1/8 IN. |
| | R1 | R2 - | R3 | R4 - |

| Inspected By: | |
|---------------|--------|
| | |
| (Signature) | (Date) |









| | | P | ASSENG | ER CA | AR/C | ONDIT | ION AS | SESSME | NT | | | | | |
|---|--------|--------------------------|------------------|-------|------|-------------------|---------|-------------------------|--------|------------|--------|----|--|--|
| Car Number: VIA | 620 | 2 Ty | pe: RDC | 2 sna | ck | Inspec | ted by: | R. BO | RDU | AS | | | | |
| Date: AUGUST | 19, | 1999 | | | | Location: TORONTO | | | | | | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileage: UNKNOWN | | | | | | | | |
| Last Major Shopping | g: UI | NKNOW | N | | | | | | | | | | | |
| CLASSIFICATION: 1- Serviceable as is (0-50 hours) | | | | | | 2- Req | | ht interve 00 hours) | ntion | 3-Unservio | ceable | | | |
| APPRAISAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | |
| GENERAL COMME | NTS: | | | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibalized | N Vandalized | Good | Pair | Poor | | | R | EMARKS | | | | |
| Center Sill | X | | | | | | | | | LIIIAIIIO | | | | |
| Side Sills | X | | | | | | | | | | | | | |
| End Sills | X | | | | | | | | | | | | | |
| Cross Bearers | X | | | | | | | | | | | | | |
| Needle Beams | X | | | X | | | "E" T\ | PE RUBI | BER GE | ARS | | | | |
| Couplers & Gears | | | | ^ | X | - | | | | N OUT A-EN | ND. | | | |
| Buffers / Stems | X | | | | | | BUFF | EH PLAT | EWOR | N OUT A-EI | | | | |
| STRUCTURE | intact | SITUATIO Cannibalized | ON Vandalized | Good | Pair | Poor | | | | EMARKS | | | | |
| Side Sheeting and Posts | X | | | X | | | | | | | | | | |
| Roof | X | | | X | | | | | | | | | | |
| Vestibule Doors | X | | | X | | | | | | | | | | |
| Vestibule Steps | Х | | | | X | | | SE THRE | | | | | | |
| Trap Doors | X | | | | X | | | ING TO A | | | | | | |
| Diaphragms & Canvas | X | | | | X | | CAN | /AS TOR | N | | | | | |
| Platform | X | | | X | | | | | | | | | | |

| | | SITUATI | | | ONDIT | | |
|---------------------|--------|--------------|------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | , | Х | | | LOW MILEAGE WEAR |
| Wheel slip device | X | X | | X | | | DECELOSTAT TO TEST AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| 77110010 | _ | SITUATI | ON | C | ONDIT | ION | |
| AIR BRAKES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAINTENANCE |
| | | SITUATIO | ON | C | DNDIT | ION | |
| HEATING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | × | | | |
| Floor Heat Coils | X | | | × | | | TO TEST AND SERVICE |
| Overhead Coils | X | | | X | | | |
| | | SITUATIO | N | C | DNDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Freon 12 System | | | | | | | ENVIRONMENT ISSUE – CONSIDER CONVERSION – FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | Х | | | X | | | TO WASH AND TEST |
| Compressor | Х | | | X | | | TO BENCH OVERHAUL |
| - | | SITUATIO | NC | CC | DNDIT | ION | |
| ELECTRIC | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | X | | | NEW WIRING |
| DC Generator | | X | | X | | | 1 MISSING - 1 X 10 kW TO BENCH OVERHAUL |
| Batteries | | X | | | | | REMOVED |
| Control Panel | | X | | X | | | MISSING PARTS |
| Lighting | Х | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL |

| | | SITUATIO | N | CC | NDIT | ION | |
|--------------------------|--------|--------------|------------|-----------|-------|------|---|
| ELECTRIC Con't | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE |
| Refrigeration | X | | | X | | | 1 COMMERCIAL TO TEST AND SERVICE |
| Microwave | | X | | | | | REMOVED |
| Inverter / Alternator | Х | | | X | | | TO TEST AND SERVICE |
| Appliances | | | | | | | N/A |
| 1. | | SITUATIO | N | CONDITION | | ION | |
| WATER SANITATION | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE |
| Plumbing | X | | | Х | | | TO TEST AND SERVICE |
| Toilets | Х | | | Х | | | TO TEST AND SERVICE |
| Basins | X | | | X | | | TO TEST AND SERVICE |
| | | SITUATIO | NC | CC | DNDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Exterior Paint | X | | | | X | | FADED |
| Seats | X | X | | X | | | 50 SLEEPY HOLLOW - FOOD TRAYS MISSING PARTS |
| Upholstery | X | | | | X | | DUSTY TO CLEAN |
| Carpets | X | | | | | X | STAINED - LOOSE |
| Interior Finish | X | | | | X | | REQUIRES COSMETIC ATTENTION |
| Sashes | X | | | X | | | |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

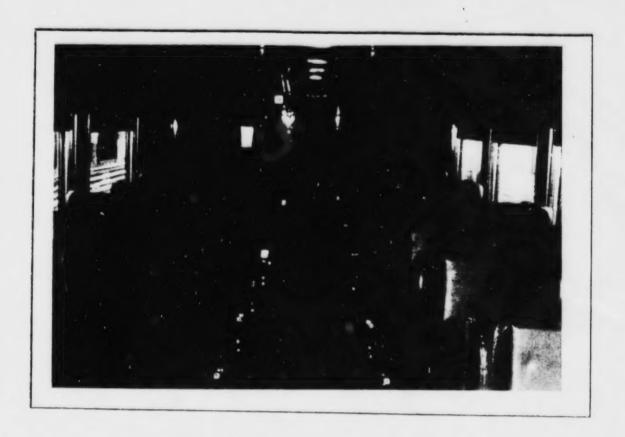
| | | SITUATIO | NC | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engines / Transmission | Х | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | X | | | REQUIRES MINOR ADJUSTMENTS |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL |
| Fuel Tank | Х | | | Х | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | | | | | | MISSING |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE |
| Radiators | X | | | X | | | |

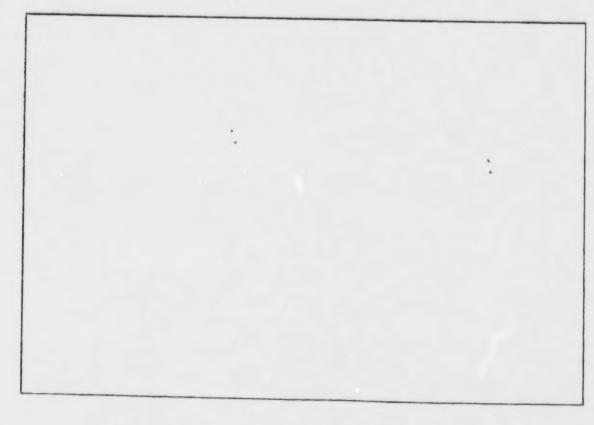
| OTHERS | | | | |
|------------|-------------|-------------|------------|----------|
| WHEEL DATA | L1 – 2 ¼ N. | L2 - 2½ IN. | L3 - 2 IN. | L4 2 IN. |
| | R1 | R2 | R3 | R4 - |

| Inspected By: | |
|---------------|--------|
| | |
| (Signature) | (Date) |









| Car Number: VIA | 6206 | 6 Ty | pe: RDC | 22 | | Inspect | ed by: | R. BO | RDU | AS | | | | |
|---|--------|--------------|------------------|------|------|-------------------|--------|--------------------------|--------|-----------|--------|----|--|--|
| Date: AUGUST | 18, | 1999 | | | | Location: TORONTO | | | | | | | | |
| Year Built: 1950 | - 195 | 57 | | | | Mileag | e: UI | NKNO | WN | | | | | |
| Last Major Shopping | : UN | KNOW | N . | | | | | | | | | | | |
| CLASSIFICATION: 1- Serviceable : (0-50 hour | | | | | | 2- Req | | ght interve 00 hours) | ention | 3-Unservi | ceable | | | |
| APPRAILSAL: | | 1 | 2 | 3 | 4 | | 5 | 6 | 7 | 8 | 9 | 10 | | |
| GENERAL COMME | NTS: | | | | | | | | | | | | | |
| | Intact | SITUATIO | ON Vandalised | Good | NDIT | Poor | | | | EMARKS | | | | |
| UNDERFRAME | X | Cannibalised | Varidalised | X | rair | POOT | | | F | EMARKS | | | | |
| Center Sill | | | | | | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | | |
| End Sills | Х | | | X | | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | | |
| Needie Beams | X | | | X | | | | | | | | | | |
| Couplers & Gears | Х | | | X | | | "F" T\ | PE RUB | BER GE | ARS. | | | | |
| Buffers / Stems | Х | | | X | | | | | | | | | | |
| Pilots | X | | | X | | | | | | | | | | |
| CTRUCTURE | Intact | SITUATIO | ON Vandalised | Good | Pair | Poor | - | | | REMARKS | | | | |
| STRUCTURE Side Sheating and Posts | X | | | X | | | | | , | EMARKS | | | | |
| Roof | X | | | X | | | | | | | | | | |
| Vestibule Doors | X | | | | X | | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | | |
| Trap Doors | X | | | | X | | | ING TO A | | | | | | |
| Diaphragms & Canvas | X | | | × | | | NOT | EQUIPPE | D A-EN | D. | | | | |
| Platform | Х | | | X | | | | | | | | | | |

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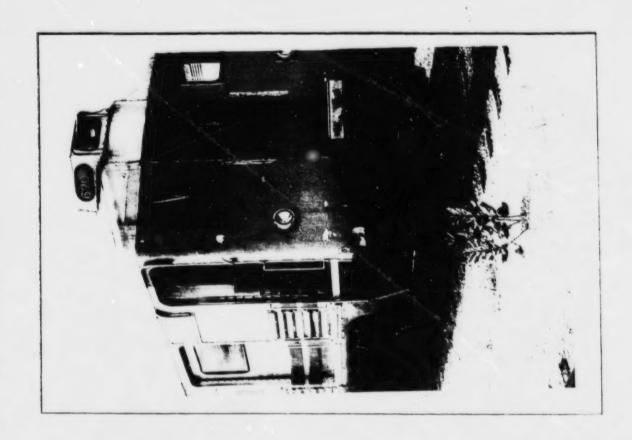
| | | SITUATIO | | | DNDI | | |
|-----------------------------|---------|--------------------------|------------------|------|-----------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | X | | | X | | | LOW MILEAGE WEAR. |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 34 IN DIAMETER WHEELS, 51/2x10 BEARINGS. |
| AIR BRAKES | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| | | SITUATIO | | | NDIT | | |
| HEATING | Irriact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | X | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. |
| | | SITUATIO | N | CC | CONDITION | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION |
| Condenser | X | | | X | | | TO BLOW, CLEAN AND TEST. |
| Evaporator | X | | | X | | | TO WASH, CLEAN AND SERVICE. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| | Intact | SITUATIO | Vandalised | Good | NDIT | ION | REMARKS |
| 110/220 Volts DC | N HARLE | X | | | | X | ORIGINAL WIRING MISSING, CONTROL PANELS. |
| DC Generator | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | | X | | | | | MISSING PARTS. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

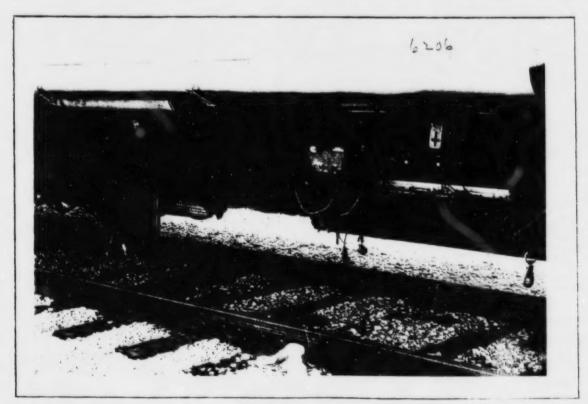
| | | SITUATIO | ON | CC | NDIT | ION | |
|-----------------------------|--------|--------------|------------|------|-------|------|---------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | | X | | | | | MISSING PARTS. |
| Refrigeration | | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE. |
| Microwave | | | | | | | |
| Inverter / Alternator | × | | | X | | | TO TEST AND SERVICE. |
| Appliances | | | | | | | N/A. |
| тррнансез | 1 | SITUATIO | ON | CC | NDIT | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | x | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| | X | | | Х | | | TO TEST AND SERVICE. |
| Plumbing | 1 | | | - | | - | |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| | X | | | X | | | TO TEST AND SERVICE. |
| Basins | - | SITUATIO | ON | 00 | ONDIT | HOL | |
| COSMETICS / | | | | | | | REMARKS |
| AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | HEMARKS |
| Exterior Paint | X | | | | X | | FADED, CHIPPED AND PEELING OFF. |
| LATERIOT FAIR | - | X | | X | | | 54 SLEEPY HOLLOW, 6 MISSING. |
| Seats | | ^ | | ^ | | | OT CELET THOLEON, O MICOING. |
| Upholstery | | X | | | X | | MISSING HEAD RESTS AND BACKS. |
| ophoistery | X | | | - | X | 1 | DIRTY TO CLEAN. |
| Carpets | 1^ | | | | ^ | | DITTI TO GEE AIT. |
| ou.poto | X | | | | X | | NEEDS COSMETIC ATTENTION. |
| Interior Finish | 1" | | | | ' | | |
| | | | X | | | X | 2 BROKEN, OTHERS CONDENSATION. |
| Sashes | | | | | | | |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

| | | SITUATIO | ON | | | | | |
|---------------------------|--------|--------------|------------|------|------|------|--|--|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| Engines / Transmission | | X | | | X | | MISSING 1 ENGINE, OTHER CUMMINS TO OVERHAUL. | |
| Engine Pans | | X | | | X | | 1 MISSING. 1 TO R.I.P. | |
| Spicer Shafts | X | | | | X | | TO BENCH OVERHAUL (1). | |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. | |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. | |
| Exhaust System | X | | | X | | | | |
| Brake Control Valves | X | | | × | | | DUE PERIODIC MAINTENANCE. | |
| Event Recorder | | X | | X | | | MISSING. | |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. | |
| Radiators | X | | | | | X | | |

| OTHERS | | | | |
|------------|------------|--------------|--------------|---------------|
| WHEEL DATA | L1 - 2 IN. | L2 - 1 ½ IN. | L3 - 1 ¾ IN. | L4 - 1 34 IN. |
| | R1 | R2 | R3 | R4 |

| inpected By: | | |
|--------------|--|--|









| | | Р | ASSENG | ER CA | AH / C | CNDIT | ION AS | SESSME | NT | | | |
|-------------------------|--------|--------------|----------------------|-------|--------|-------------------|---------|------------------------|------------|-----------|--------|-------|
| Car Number: VIA | 620 | 7 Ty | pe: RDC | 2 Sna | ck | Inspec | ted by: | R. BO | RDUA | S | | |
| Date: AUGUS | Г 18, | 1999 | | | | Location: TORONTO | | | | | | |
| Year Built: 1950 - 1957 | | | | | | | e: UN | KNOV | VN | | | |
| Last Major Shoppin | g: UN | KNOWN | 1 | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Red | | ht interve 0 hours) | ntion | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMMI | ENTQ. | | | | | | | | | | | |
| GENERAL COMMI | III S: | SITUATIO | N | CC | NDIT | TION | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | RE | MARKS | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | uen et | OF WALL | OLINA T. C | EADO | | |
| Couplers & Gears | X | | | X | | | -F- 14 | PE WAU | GHMAI G | EAHS. | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| Pilots | X | | | X | | | | | | | | |
| | | SITUATIO | | | NDI | Poor | | | | | | |
| Side Sheating and Posts | Intact | Cannibalised | Vandalised | X | Pair | Poor | | | RE | MARKS | | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | Х | | | | Х | | RUBE | ING TO A | DJUST. | | | |
| Vestibule Steps | X | | | X | | | | | | | | -1 14 |
| Trap Doors | X | | | | X | | | NG TO A | | | | |
| Diaphragms & Canvas | X | | | X | | | NOT | EQUIPPE | D B-END. | | | |
| Platform | X | | | X | | | | | | | | |

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| | | SITUATIO | | | TIDNO | | |
|-----------------------------|--------|--------------|------------|------|-----------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | | | | X | | | MILEAGE WEAR (25%). |
| Wheel Slip Devices | X | | | X | | | ROLOKRON, TO TEST AND SERVICE. |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 34 IN DIAMETER WHEELS, 51/2x10 BEARINGS. |
| TTTTCIO | | SITUATIO | ON | CC | DNDIT | ION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | Х | | | DUE PERIODIC MAINTENANCE. |
| | | SITUATIO | ON | CC | NDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | X | | | | X | CIRCULATING PUMP MISSING, EVIDENCE OF FROST DAMAGE. |
| Floor Heat Coils | X | | | | | X | EVIDENCE OF FROST DAMAGE. |
| Overhead Coils | X | | | | | X | EVIDENCE OF FROST DAMAGE. |
| | | SITUATIO | ON | CC | CONDITION | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | |
| Condenser | X | | | X | | | TO CLEAN AND SERVICE. |
| Evaporator | X | | | Х | | | TO CLEAN AND SERVICE. |
| Compressor | Х | | | Х | | | TO BENCH OVERHAUL. |
| | | SITUATIO | | | NDIT | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | X | ORIGINAL WIRING PERISHED. |
| DC Generator | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | | | X | OLD STYLE TO TEST AND SERVICE. |
| Lighting | X | | | | X | | TO TEST AND SERVICE. WIRING POOR. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

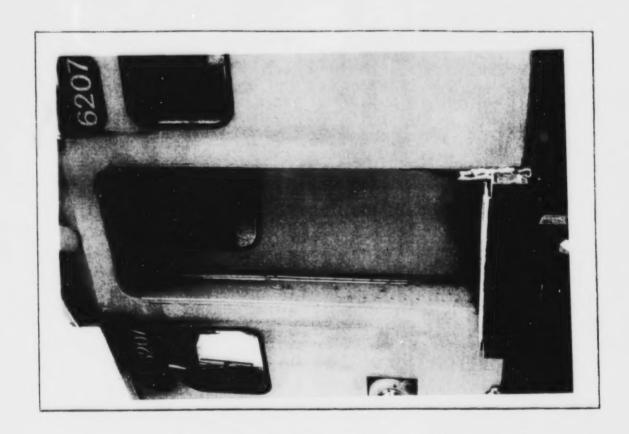
| | | SITUATIO | ON | CC | NDIT | ION | |
|-----------------------------|--------|--------------|------------|------|------|------|-------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A. |
| Microwave | | | | | | | N/A. |
| Inverter / Alternator | | | | | | | N/A. |
| Appliances | | | | | | | N/A. |
| | | SITUATIO | ON | CC | NDIT | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| Plumbing | Х | | | X | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | X | | | X | | | TO TEST AND SERVICE. |
| | | SITUATIO | ON | CC | NDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | VIA BLUE FADED AND CHIPPED. |
| Seats | X | | | X | | | 58 WAKEFIELD, NO TRAYS. |
| Upholstery | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | X | | | | X | | DIRTY TO CLEAN. |
| Interior Finish | X | | | X | | | NEEDS COSMETIC ATTENTION. |
| Sashes | X | | X | | | X | 6 BROKEN. |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

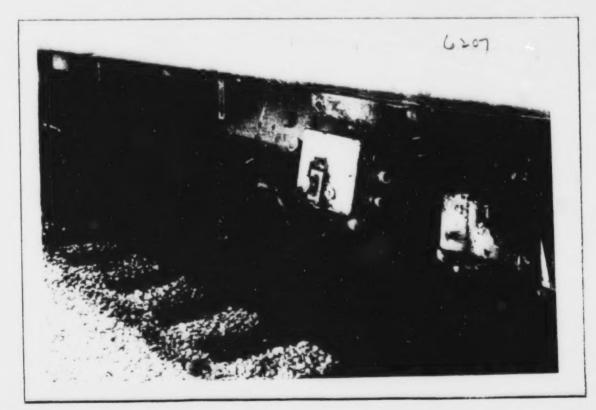
| | | SITUATION | | | | ION | |
|---------------------------|--------|--------------|------------|------|------|------|--|
| POWER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | | X | | | | X | 2 GM (6 - 110), MISSING PARTS TO OVERHAUL. |
| Engine Pans | | X | | | | | MISSING. |
| Spicer Shafts | | X | | | | | MISSING. |
| Air Compressor | X | | | | X | | INSIDE CAR TO BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | Х | | | TO TEST. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | X | | | X | | | |

| OTHERS | | | · · · · · · · · · · · · · · · · · · · | |
|------------|--------------|--------------|---------------------------------------|---------------|
| WHEEL DATA | L1 - 1 ½ IN. | L2 - 1 ¼ IN. | L3 - 1 3/8 IN. | L4 - 1 34 IN. |
| | R1 | R2 | R3 | R4 - |

| inpected by. | | |
|---------------|--------|---|
| | | |
| (Supportunit | (Date) | _ |

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| Car Number: VIA | 620 | 8 Ty | pe: RDC | 2 | | Inspect | ted by: | R. BO | RDU | AS | | | |
|-------------------------|--------|--------------------------|----------------------|------|-------|-------------------|---------|-------------------------|--------|------------|--------|----|--|
| Date: AUGUST | 19, | 1999 | | | | Location: TORONTO | | | | | | | |
| Year Built: 1950 - 1957 | | | | | | | e: UN | KNOV | VN | | | | |
| Last Major Shopping | : UI | NKNOW | N | | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Req | | ht interve 00 hours) | ntion | 3-Unservio | ceable | | |
| APPRAISAL: | | 11 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| GENERAL COMME | NTS | | | | | | | | | | | | |
| | | SITUATIO | | | DNDIT | | | | | | | | |
| UNDERFRAME | Intact | Cannibalized | Vandalized | Good | Fair | Poor | | | R | EMARKS | | | |
| Center Sill | X | | | ^ | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | - | | | |
| Needle Beams | X | | | X | | | "E" T\ | PE RUBE | ER GE | ARS | | | |
| Couplers & Gears | | | | | | | - 11 | re nobe | DEN GE | Ano | | | |
| Buffers / Stems | X | | | X | | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalized | ON Vandalized | Good | ONDI | Poor | - | | | REMARKS | | | |
| Side Sheeting and | X | | | X | | | | | | LMANNS | | | |
| Posts | Х | | | | X | | EVIDI | ENCE OF | LEAK A | A-END | | | |
| Vestibule Doors | X | | | X | | | | | | | | | |
| Vestibule Steps | X | | | | X | | RUBE | BER LOOS | SE | | | | |
| Trap Doors | X | | | X | | | | | | | | | |
| Diaphragms & Canvas | X | | | | X | | | EQUIPPE N B-END | D A-EN | D | | | |
| Platform | X | | | X | | | | | | | | | |

| | | SITUATIO | ON | CC | DNDIT | ION | |
|---------------------|--------|--------------|------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR |
| Wheel slip device | X | | | X | | | TO TEST AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| vviieeis | _ | SITUATIO | ON | CC | NDIT | ION | OT III. DIA. WIELES |
| AIR BRAKES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | | Х | | | DUE PERIODIC MAINTENANCE |
| | | SITUATIO | | | NDIT | | |
| HEATING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engine Coolant | X | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | Х | | | X | | | TO TEST AND SERVICE |
| Overneda como | | SITUATIO | N | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | CARRIER SYSTEM – ENVIRONMENT ISSUE CONSIDER CONVERSION |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | X | | | Х | | | TO WAHS AND TEST |
| Compressor | X | | | X | | | BENCH TEST AND OVERHAUL |
| Compressor | | SITUATIO | ON | CC | NDIT | ION | |
| ELECTRIC | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | X | | | NEW WIRING |
| DC Generator | X | | | X | | | 2 10 kW TO BENCH TEST AND OVERHAUL |
| Batteries | | X | | | | | REMOVED |
| Control Panel | X | | | X | | | E.P.R. – 500 TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | X | | | X | | | TO BENCH TEST AND OVERHAUL |

| Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
|-----------|--------------------|--|--|---|---|--|
| | | VERTORINE | | P-MIT | Poor | REMARKS |
| X | | | X | | | TOT EST AND SERVICE |
| | | | | | | |
| | | | | | | N/A |
| | | | | | | |
| | | | | | | N/A |
| | | | | | | |
| | | | | | | N/A |
| | | | | | | |
| - | | | | | | N/A |
| | | | | | | N/A |
| | SITUATIO | N | CC | NDIT | ION | |
| | | | | | | REMARKS |
| Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| X | | | Х | | | TO FLUSH, TEST AND STERILIZE |
| | | | | | | |
| | | | | | | |
| X | | | X | | | TO TEST AND SERVICE |
| | | | | | | |
| X | | | X | | | TO TEST AND SERVICE |
| | | | 24 | | | TO THAT AND APPLIANT |
| X | | | X | | | TO TEST AND SERVICE |
| | OFTHATH | 201 | - | AIDIT | 1011 | |
| SITUATION | | | | ווטאכ | ION | REMARKS |
| Intact | Cannibalized | Vandalized | Good | Fair | Poor | nemarko |
| X | | | | X | | FADED |
| ^ | | | | 1 | | |
| X | | | X | | | 58 SLEEPY HOLLOW |
| | | | | | | |
| X | | | | X | | DIRTY - FIRE EXTINGUISHER POWDER |
| | | | | | | |
| X | | | | X | | FIRE EXTINGUISHER POWDER |
| | | | | | | |
| | | X | | | X | FIRE EXTINGUISHER POWDER |
| 1.0 | | | - | - | W | CONDENSATED / PROMAN |
| X | | | | | X | CONDENSATED / BROWN |
| | | | W | - | - | |
| X | | | × | | | |
| | | | | | | |
| V | | | V | - | | |
| ^ | | | ^ | | | |
| | | | | | | |
| | | + | 1 | - | - | |
| X | | | X | | | |
| | X X X Intact X X X | Intact Cannibalized X X X X X SITUATIC Intact Cannibalized X X X X X X X | X X X X X SITUATION Intact Cannibalized Vandalized X X X X X X X X X | Intact Cannibalized Vandalized Good X X X X X X X X X X SITUATION CO Intact Cannibalized Vandalized Good X X X X X X X X X X X X X | Intact Cannibalized Vandalized Good Fair X X X X X X X X X X X X X | Intact Cannibalized Vandalized Good Fair Poor X X X X X X X X X X X X X |

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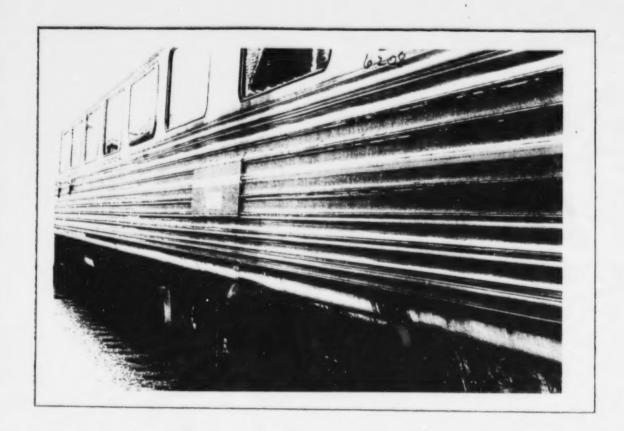
| | | SITUATIO | NC | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Carnibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | | X | | 2 TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH TEST AND OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | | | X | | | TO TEST |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE |
| Radiators | X | | | X | | | |

| OTHERS | | | | |
|------------|----------------|------------|--------------|----------------|
| WHEEL DATA | L1 - 1 3/8 IN. | L2 - 2 IN. | L3 - 2 ½ IN. | L4 - 1 1/4 IN. |
| | R1 - | R2 - | R3 | R4 |

| Inspected By: | |
|---------------|--------|
| | |
| / Sinnature) | (Date) |









| | | P | ASSENG | ER CA | AR / C | ONDIT | ION AS | SESSME | NT | | | |
|--|--------|--------------------------|----------------------|-------------|--------|--------------------------|--------|------------------------|--------|------------|-------|----|
| Car Number: VIA | 621 | 2 Ty | pe: RDC | 2 ack ba | ır | Inspected by: R. BORDUAS | | | | | | |
| Date: AUGUST 19, 1999 Year Built: 1950 - 1957 | | | | | | | on: TC | RONT | 0 | | | |
| | | | | | | | e: UN | KNOV | VN | | | |
| Last Major Shopping | : Ul | NKNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Red | | ht interve 0 hours) | ntion | 3-Unservio | eable | |
| APPRAISAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| | Intact | SITUATIO Cannibalized | ON Vandalized | Good | NDIT | Poor | | | | EMARKS | | |
| UNDERFRAME Center Sill | X | Carmounted | Validanzed | X | | , 00 | | | н | EMARKS | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE RUBE | BER GE | ARS | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | Cannibalized | ON Vandalized | Good | Fair | Poor | - | | F | REMARKS | | |
| Side Sheeting and Posts | X | | | X | | | | | | | | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | X | | | | X | | BINDI | NG – MO | ULDING | 3S LOOSE | | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | X | | | | X | | | NG – MO | | SS OUT | | |
| Diaphragms & Canvas | X | | | | X | | | AS TORM | N B | | | |
| Platform | X | | | X | | | | | | | | |

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| | | SITUATIO | | | DNDIT | | |
|---------------------|--------|--------------------------|------------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR |
| Wheel slip device | X | | | X | | | DECELOSTAT TO TEST AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 5 ½ X 10 BEARINGS - CONVENTIONAL 34 IN. DIA. WHEELS |
| 7777000 | | SITUATIO | ON | CC | NDIT | ION | |
| AIR BRAKES | Intact | Cannibalized | Vandalized | Good | Fait | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S |
| Reservoirs | X | | | X | | | TO CLEAN AND TEST |
| Hand Brakes | X | | | X | | | DUE PERIODIC TESTS |
| | | SITUATIO | | | NDIT | | |
| HEATING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE |
| | | SITUATIO | NC | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Freon 12 System | | | | X | | | ENVIRONMENT ISSUE CONSIDER CONVERSION – FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | X | | | X | | | TO WASH AND TEST |
| Compressor | X | | | X | | | TO BENCH OVERHAUL |
| ELECTRIC | Intact | SITUATIO Cannibalized | ON Vandalized | Good | Pair | Poor | REMARKS |
| 110/220 Volts DC | Х | | | X | | | NEW WIRING |
| DC Generator | X | | | Х | | | 2 X 10 KW TO BENCH OVERHAUL |
| Batteries | | X | | | | | REMOVED |
| Control Panel | Х | | | X | | | E.P.R. 500 TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | Х | | | Х | | | TO BENCH OVERHAUL |

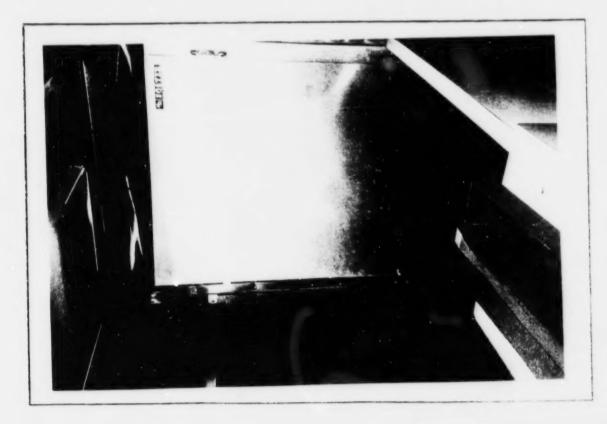
| | | SITUATIO | ON | CC | NDIT | ION | |
|--------------------------|--------|--------------|------------|------|-------|------|-----------------------------------|
| ELECTRIC Con't | intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE |
| Exhaust Fans | | | X | | | | PARTS MISSING |
| Refrigeration | | | | | | | PARTS WISSING |
| | | | X | | | | MISSING |
| Microwave | - | | | | | | TO THOSE AND DEDUCE |
| Inverter / Alternator | X | | | X | | | TO TEST AND SERVICE |
| | | | | | | | N/A |
| Appliances | - | SITUATIO | ON | CC | NDIT | ION | |
| WATER SANITATION | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Water Tank & | X | | | X | | | TO FLUSH, TEST AND STERILIZE |
| Plumbing | X | | | X | | | TO TEST AND SERVICE |
| Toilets | Х | | | X | | | TO TEST AND SERVICE |
| | X | | | X | | | TO TEST AND SERVICE |
| Basins | - | CITHATI | ON | | ONDIT | ION | |
| COSMETICS / | | SITUATION | | | | | REMARKS |
| AMENITIES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Exterior Paint | | | | | | X | VIA BLUE YELLOW - CHIPPED - FADED |
| Seats | X | | | X | | | 48 SLEEPY HOLLOW - FOOD TRAYS |
| Upholstery | X | | | | X | | DUSTY TO CLEAN |
| Carpets | X | | | | | X | STAINED / LOOSE |
| Interior Finish | X | | | | X | | NEEDS COSMETIC ATTENTION |
| Sashes | X | | | | X | | 4 CONDENSATED |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | | X | | DIRTY |

| | | SITUATIO | NC | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | | X | | 2 TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | | X | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | | | X | | | TO TEST |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE |
| Radiators | Х | | | | | X | EVIDENCE OF LEAKS |

| OTHERS | | 1 | | 1 |
|------------|----------------|------------|------------|---------------|
| WHEEL DATA | L1 - 2 1/4 IN. | L2 - 2 IN. | L3 - 2 IN. | L4 - 1 34 IN. |
| | | R2 - | | |

| Inspected By: | |
|---------------|--------|
| | |
| / Cimetural | (Pate) |







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| Car Number: VIA | 6213 | 3 Ty | pe: RDC | C2 | - | Inspected by: R. BORDUAS | | | | | | |
|-------------------------|------------------------|--------------------------|----------------------|------|--------------|--------------------------|-------|-------------------------|----------|------------|---------|----|
| Date: AUGUST | 18, | 1999 | | | | Location: TORONTO | | | | | | |
| Year Built: 1950 | ear Built: 1950 - 1957 | | | | | | | | VN | | | |
| Last Major Shopping | : UN | KNOW | V | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Req | | ht interve 00 hours) | ntion | 3-Unservi | iceable | |
| APPRAILSAL: | | 1 | 2 | 3 | - | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibalised | Vandalised | Good | NDIT Fair | Poor | | | RE | MARKS | | |
| Center Sill | Х | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | Х | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | WEN T | /DE DUD | DED OF A | DC | | |
| Couplers & Gears | X | | | X | | | -F- 1 | YPE RUBI | BEH GEA | IHS. | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| Pilots | X | | | | | | | | | | | |
| STRUCTURE | Intact | Cannibalised | ON Vandalised | Good | Pair | Poor | - | | RI | EMARKS | | |
| Side Sheating and Posts | X | | | X | | | | | | | | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | X | | | | X | | BIND | ING TO A | DJUST. | | | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | Х | | | | X | | | ING TO A | | | | |
| Diaphragms & Canvas | X | | | | X | | A-EN | D NOT E | QUIPPED |), B-END T | ORN. | |
| Platform | Х | | | X | | | | | | | | |

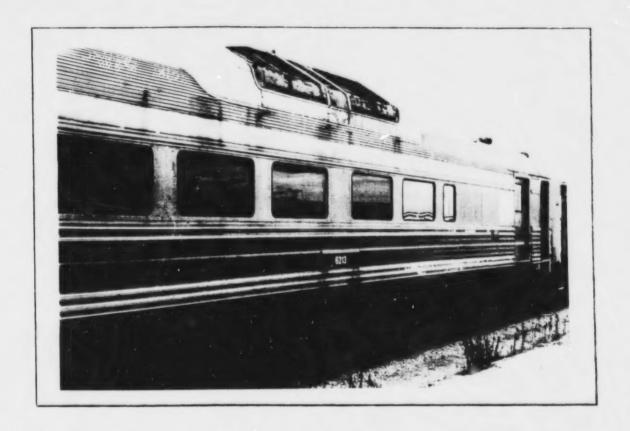
| | | SITUATI | ON | C | DNDIT | | |
|-----------------------------|--------|--------------|---------------|------|-------|-------|--|
| TRUCKS | Intect | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | X | | | | X | | MILEAGE WEAR (40%). |
| Wheel Slip | X | | | Х | | | ROLOKRON, TO TEST AND SERVICE. |
| Devices | X | | | X | | - | |
| Carinas | ^ | | | ^ | | | |
| Springs | X | | | X | | - | 34 IN., DIAMETER WHEELS, 51/2×10 BEARINGS. |
| Wheels | ^ | | | ^ | | | 34 IN. DIAMETER WHELES, 372XTO BEARINGS. |
| MILIGEIS | - | SITUATIO | ON | C | DNDIT | ION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | | | | | | | |
| | X | | | | X | | DUE C.O.T.S. |
| Control Valves | | | | | | | |
| | X | | | | X | | TO FLUSH AND TEST. |
| Reservoirs | | | | | | | |
| | X | | | | X | | DUE PERIODIC MAINTENANCE. |
| Hand Brakes | | | | | | | |
| | | SITUATIO | | | DNDIT | | |
| HEATING | intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | |
| Engine Coolant | | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE. |
| Floor Heat Coils | | | | " | | | |
| 1 1001 1 1001 0 0110 | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | | | | 1 | | | |
| | | SITUATIO | NC | CC | NDIT | ION | |
| AIR | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| CONDITIONING | mac. | Carmounsed | Varidansed | 0000 | | 1 001 | |
| | | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION |
| Freon 12 System | | | | | | | FRIGIDAIRE SYSTEM. |
| | | | | X | | | TO CLEAN AND TEST. |
| Condenser | | | | | | | |
| | | | | X | | | TO WASH AND TEST. |
| Evaporator | | | | | | | |
| | | | | X | | | TO BENCH OVERHAUL. |
| Compressor | | OFFICE | 241 | - | 110 | 101: | |
| ELECTRIC | Intact | SITUATIO | ON Vandalised | Good | Pair | Poor | REMARKS |
| ELECTRIC | | Carmounsed | vandansed | 3300 | | | |
| 440/000 V-#- DC | X | | | | | X | ORIGINAL WIRING PERISHED. |
| 110/220 Volts DC | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| DC Generator | ^ | | | ^ | | | ZA TO KW TO BENCH OVERHAUL. |
| DC Generator | | X | | | | - | REMOVED. |
| Ratteries | | ^ | | | | | NEWOVED. |
| Batteries | X | | | X | | | OLD STYLE, TO TEST AND SERVICE. |
| | ^ | | | ^ | | | OLD STILE, TO TEST AND SERVICE. |
| Control Panel | | | | - | | | TO TEST AND SERVICE. |
| Control Panel | V | | | | | | |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. |
| Control Panel Lighting | X | | | X | | | TO BENCH OVERHAUL. |

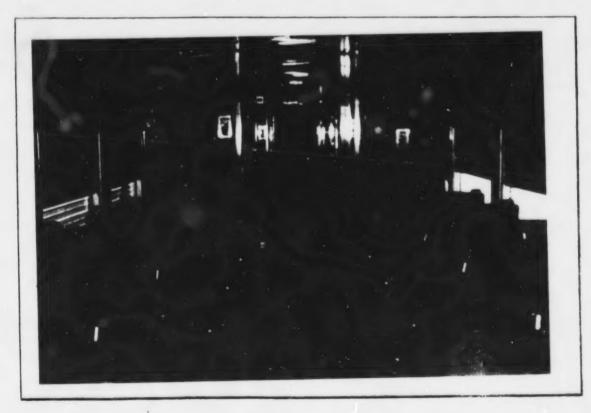
| | | SITUATIO | | CC | NDIT | ION | |
|--------------------------|-----------|--------------|------------|------|-------|------|---------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | | | | | | | N/A |
| Refrigeration | | | | | | | |
| | | | | | | | N/A |
| Microwave | - | | | | | | |
| Inverter / Alternator | | | | | | | N/A |
| × 11 11 | | | | | | | N/A. |
| Appliances | | | | - | | | |
| **** | SITUATION | | | CC | DNDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| | X | | | Х | | | TO TEST AND SERVICE. |
| Plumbing | - | | | 1 | | | TO TEST AND SERVICE |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| | X | | | X | | | TO TEST AND SERVICE. |
| Basins | | | | | | | |
| | SITUATION | | | CC | DNDIT | ION | |
| COSMETICS / | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | | | X | FADED, CHIPPED AND PEELING OFF. |
| Exterior Paint | - | | | | | | |
| | X | | | X | | | 60 SLEEPY HOLLOW, NO TRAYS. |
| Seats | X | | | | X | 1 | DUSTY, FADED COLORS. |
| Upholstery | 1^ | | | | ^ | | DOCTT, FADED GOLOTIO. |
| op.ioioioi y | X | | | | X | | DIRTY. |
| Carpets | 1 | | | | - | | |
| | X | | | | X | | NEEDS COSMETIC ATTENTION. |
| Interior Finish | | | | | | | |
| | X | | | | X | | SOME CONDENSATED. |
| Sashes | 1 | | | | | | |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

| | | SITUATION | | | | ION | |
|---------------------------|--------|--------------|------------|------|------|------|-----------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | Х | | | | X | | 2 GM (6 - 110) TO BENCH OVERHAUL. |
| Engine Pans | X | | | | X | | TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO TEST AND SERVICE. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | X | | | | | Х | EVIDENCE OF LEAKS. |

| OTHERS | | | | |
|------------|----------------|----------------|----------------|--------------|
| WHEEL DATA | L1 - 1 3/8 IN. | L2 - 1 1/8 IN. | L3 - 1 3/8 IN. | L4 - 1 ¼ IN. |
| | R1 - | R2 - | R3 - | R4 - |

| Inpected By: | |
|--------------|--------|
| | |
| (Signatura) | (Date) |





| | | | PASSEN | BER C | AR/ | CONDI | TION AS | SESSME | NT | | | |
|-------------------------|--------|--------------------------|-----------------------|-------|------|--------|----------|--------------------------|-------|-------------|-------|----|
| Car Number: VIA | 621 | 4 T | ype: RDC | 2 sna | ick | Inspe | cted by: | R. BO | RDU | AS | | |
| Date: AUGUS | Г 19, | 1999 | | | | Locati | on: T | DRONT | 0 | | | |
| Year Built: 1950 | - 19 | 57 | | | | Milea | ge: Ul | NKNOV | VN | | | |
| Last Major Shoppin | g: U | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1 | - Servicea (0-50 l | | is | 2- Red | | oht interve 00 hours) | ntion | 3-Unservice | eable | |
| APPRAISAL: | | 1 | 2 | 3 | - | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATI Cannibalized | Vandalized | Good | Pair | Poor | - | | R | EMARKS | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | -1-14 | PE RUBB | EH GE | AHS | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalized | Vandalized | Good | Fair | Poor | - | | P | EMARKS | | |
| Side Sheeting and Posts | X | | | X | | | | | | | | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | X | | | X | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | X | | | X | | | | | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | X | | | | | | | | |

| | | SITUATIO | | | DNDIT | | | | |
|---------------------|--------|--------------|------------|------|-------|------|---|--|--|
| TRUCKS | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS | | |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR | | |
| Wheel slip device | X | | | X | | | DECELOSTAT TO TEST AND SERVICE | | |
| Springs | X | | | X | | | E 14 V 10 READINGS | | |
| Wheels | X | | | Х | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS | | |
| | | SITUATIO | ON | | DNDIT | | | | |
| AIR BRAKES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS | | |
| D-22, 26L systems | X | | | X | | | | | |
| Control Valves | Х | | | X | | | DUE C.O.T.S | | |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST | | |
| Hand Brakes | X | | | Х | | | DUE PERIOD MAINTENANCE | | |
| | | SITUATIO | | | TIDNO | | | | |
| HEATING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS | | |
| Engine Coolant | X | | | X | | | | | |
| Floor Heat Coils | X | | | Х | | | TO TEST AND SERVICE | | |
| Overhead Coils | Х | | | X | | | TO TEST AND SERVICE | | |
| | | SITUATIO | ON | CC | ONDIT | ION | | | |
| AIR CONDITIONING | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS | | |
| Freon 12 System | X | | | | | | ENVIRONMENTAL ISSUE – CONSIDER CONVERSION FRIGIDAIRE SYSTEM | | |
| Condenser | X | | | X | | | TO BLOW AND TEST | | |
| Evaporator | Х | | | X | | | TO WASH AND TEST | | |
| Compressor | X | | | X | | | TO BENCH OVERHAUL | | |
| | | SITUATIO | | _ | ONDIT | | | | |
| ELECTRIC | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS | | |
| 110/220 Volts DC | | | | X | | | NEW WIRING | | |
| DC Generator | X | | | X | | | 2 X 20 kW BRUSHLESS TO BENCH OVERHAUL | | |
| Batteries | | X | | | | | REMOVED | | |
| Control Panel | X | | | X | | | E.P.R. 500 TO TEST AND SERVICE | | |
| Lighting | X | | | X | | | TO TEST AND SERVICE | | |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL | | |

| | | SITUATIO | ON | CC | DNDIT | ION | |
|--------------------------|--------|--------------|------------|------|-------|------|-------------------------------|
| ELECTRIC Con't | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE |
| Exhaust Fans | | | | | | | |
| | X | | | X | | | 1 COMMERCIAL |
| Refrigeration | | | | | | | TO TEST AND SERVICE |
| | | | | | | | REMOVED |
| Microwave | - | | | 14 | - | | TO TEST AND SERVICE |
| Inverter / Alternator | | × | | X | | | TO TEST AND SERVICE |
| | | | | | | | N/A |
| Appliances | | | | | | | |
| **** | | SITUATIO | ON | CC | DNDIT | ION | |
| WATER SANITATION | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Water Tank & | X | | | X | | | TO FLUSH, TEST AND STERILIZE |
| Plumbing | X | | | X | | | TO TEST AND SERVICE |
| Toilets | X | | | X | | | TO TEST AND SERVICE |
| | X | | | X | | | TO TEST AND SERVICE |
| Basins | - | OFFICE | 211 | - | ONDIT | ION | |
| COCMETICS | - | SITUATIO | JN | CC | TIONC | ION | REMARKS |
| COSMETICS / AMENITIES | Intact | Cannibalized | Vandalized | Good | Fair | Poor | |
| Exterior Paint | X | | | | X | | FADED |
| Seats | X | | | X | | | 50 SLEEPY HOLLOW - FOOD TRAYS |
| Upholstery | | | | | Х | | DUSTY TO CLEAN |
| Carpets | X | | | | X | | DUSTY TO CLEAN |
| Interior Finish | X | | | | X | | REQUIRES COSMETIC ATTENTION |
| Sashes | X | | | Х | | | |
| 2401100 | X | | | X | | | |
| End Door and | - | | | | | | |
| Vashroom Doors | X | | | X | | | |
| Window Blinds | | | | X | | | |

| | | SITUATIO | ON | C | ONDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Cannibalized | Vandalized | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | X | | | |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH AND OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | X | | | | | MISSING |
| Bells / Horns | X | | | X | | | |
| Radiators | X | | | | X | | EVIDENCE OF LEAKS |

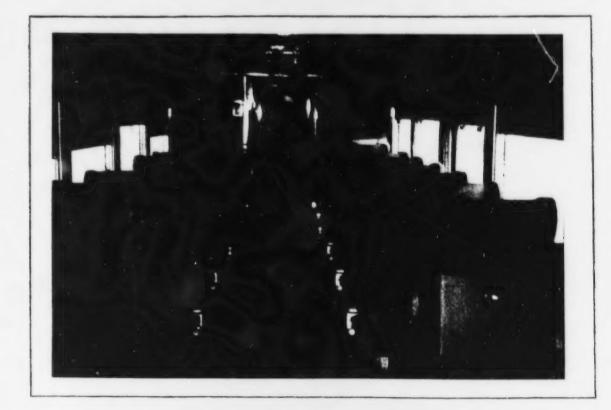
| OTHERS | | | | |
|------------|--------------|---------------|--------------|---------------|
| WHEEL DATA | L1 - 2 ½ IN. | L2 - 21/2 IN. | L3 - 2 ½ IN. | L4 - 2 1/2 IN |
| | D1 . | R2 - | R3 - | R4 - |

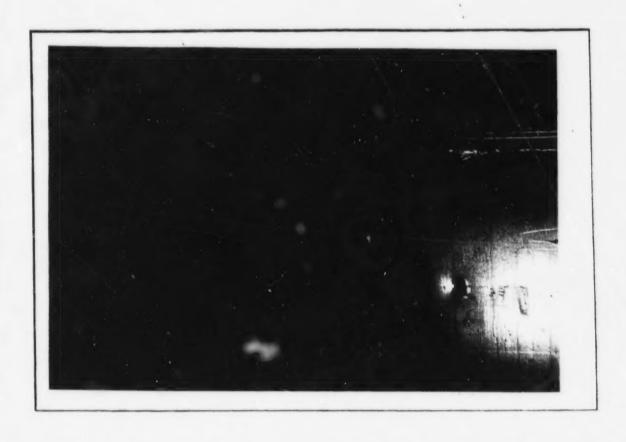
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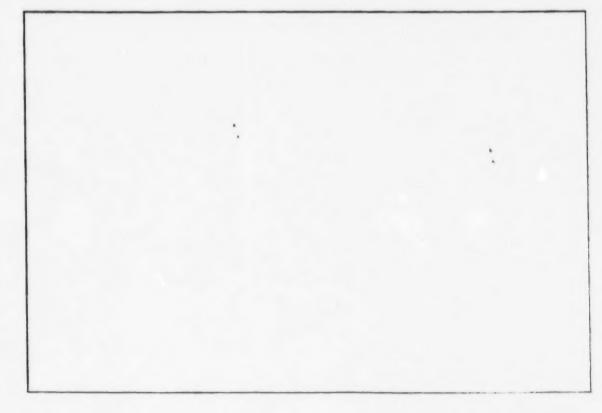
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| | | | PASSENG | ER C | AR/C | CONDIT | TION AS | SESSME | NT | | | |
|------------------------|--------|--------------------------|---------------------|------|------|----------|----------------------|------------------------|---------|------------|-----------|----|
| Car Number: VIA | 621 | 6 T | ype: RDC | 2 | | Inspec | ted by: | R. BO | RDU | AS | | |
| Date: AUGUS | Т 19, | 1999 | | | | Location | on: TC | PONT | О | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | je: Ul | NKNOV | WN | | | |
| Last Major Shoppin | g: UI | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Red | quires lig (51-40 | ht interve 0 hours) | ntion | 3-Unservio | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMMI | ENTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Pair | Poor | | | P | EMARKS | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | Х | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE RUBE | BER GE | ARS | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | NDIT | Poor | - | | R | EMARKS | | |
| Side Sheating and | X | | | | | X | | R BOAR | DS, PIE | R PANELS, | FLUTING | - |
| Roof | X | | | | | X | EVIDE | NCE OF | LEAKS | | | |
| Vestibule Doors | Х | | | | X | | TO AD | JUST | | | | |
| Vestibule Steps | X | | | | X | | | E TREAD | | | | |
| Trap Doors | X | | | | | | | NG TO AL | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS TORN | "B" EN | D NOT EQU | JIPPED "A | 11 |
| Platform | X | | | X | | | | | | | | |

| TRUCKS | Intact | SITUATIO Cannibalised | Vandalised | Good | NDIT | Poor | DEMARKS |
|---|--------|--------------------------|------------|------|------|------|--|
| THUCKS | | Carmounaed | Variounsed | | · an | 1001 | REMARKS LOW MILEAGE WEAR |
| 4-Wheels I.S.H. | X | | | X | | | |
| Wheel slip device | X | | | X | | | DECELOSTAT TO TEST AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | X | | | Х | | | 3 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| *************************************** | | SITUATIO | N | CC | NDIT | ION | OF IN. DIA. WITELES |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | |
| D-22, 26L systems | X | | | X | | | DUE C.O.T.S. |
| Control Valves | | | | | | | |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAINTENANCE |
| | | SITUATIO | ON | CC | NDIT | ION | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | Х | | | X | | | |
| Engine Coolani | - | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE |
| | | SITUATIO | ON | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE CONSIDER CONVERSION – FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| | X | | | X | | | TO WASH AND TEST |
| Evaporator | | | | 1 | | - | |
| Compressor | X | | | X | | | TO BENCH OVERHAUL |
| ELECTRIC | Intact | SITUATIO Cannibalised | Vandalised | Good | Pair | Poor | REMARKS |
| | | | | | | X | ORIGINAL WIRING |
| 110/220 Volts DC | | X | | | | | REMOVED / MISSING |
| DC Generator | | X | | | | | OLD TYPE TO TEST AND SERVICE |
| Batteries | | | | | | | |
| Control Panel | X | | | X | | | TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO BENCH AND OVERHAUL |
| Lighting | X | | | X | | | |

| | | SITUATIO | ON | CC | DNDIT | ION | |
|-----------------------|---|--------------|------------|-----------|-------|------|--|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE |
| Exhaust Fans | | | | | | | |
| | | | | | | | N/A |
| Refrigeration | | | | | | | |
| | | | | | | | N/A |
| Microwave | | | | | | | |
| | | | | | | | N/A |
| Inverter / | | | | | | | |
| Alternator | - | | | - | | - | AUA |
| | | | | | | | N/A |
| Appliances | - | OFTHATI | 201 | CONDITION | | | |
| WATER | | SITUATIO | N | CC | | ION | REMARKS |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | HEMARKS |
| SANITATION | X | | | X | | | TO FLUSH, TEST AND STERILISE |
| Water Tank & | ^ | | | ^ | | | TO LEGGI, LEGI AND STERILIGE |
| Casing | | | | | | | and the second s |
| Ousning | X | | | X | | | TO TEST AND SERVICE |
| Plumbing | - | | | - | | | |
| | X | | | X | | | TO TEST AND SERVICE |
| Toilets | 1 | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE |
| Basins | | | | | | | |
| | | SITUATION | | | NDIT | ION | |
| COSMETICS / | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| AMENITIES | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 30,000 | | | | | |
| | | | | | X | | FADED / CHIPPED |
| Exterior Paint | - | | | | | 1 | TO LET BOWN AN TO AVO |
| | | X | | | | X | 58 MT. ROYAL - 11 TRAYS |
| Seats | - V | | | - | | - | 11 CUSHIONS MISSING |
| I labalatas | X | | | | | X | WORN / TORN |
| Upholstery | X | | | | X | | DUSTY TO CLEAN |
| Cameta | X | | | | × | | DUSTY TO CLEAN |
| Carpets | X | | | | X | 1 | REQUIRES COSMETIC ATTENTION |
| Interior Finish | ^ | | | | ^ | | NEGOTIES COSMETTO ATTENTION |
| manor riman | X | | | | X | | CONDENSATED |
| Sashes | ^ | | | | ^ | | O I I I I I I I I I I I I I I I I I I I |
| - Capilles | X | | | X | | | |
| End Door and | 1 | | | 1 | | | |
| Locks | | | | | | | |
| | X | | | X | | | |
| Washroom Doors | | | | | | | |
| and Locks | | | | | | | |
| | X | | | X | | | |
| Window Blinds | | | | | | | |

| | | SITUATIO | ON | C | ONDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | × | | | | Х | | 2 TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE |
| Bells / Horns | X | | | X | | | |
| Radiators | × | | | X | | | ANTIFREEZE LEAKS |

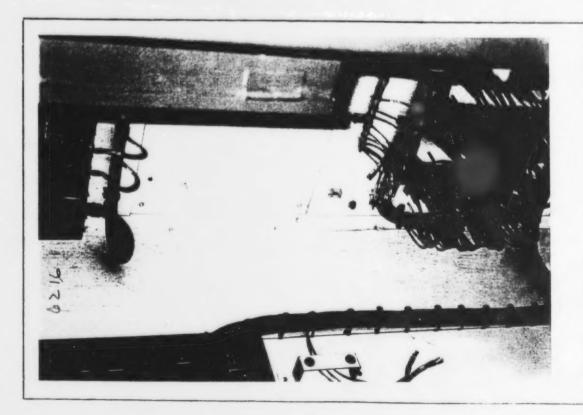
| OTHERS | | | 1 | |
|------------|--------------|--------------|----------------|----------------|
| WHEEL DATA | L1 - 2 ¾ IN. | L2 - 2 % IN. | L3 - 2 3/4 IN. | L4 - 2 3/4 IN. |
| | R1 - | R2 - | R3 - | R4 - |

| inspecte | ed By: | |
|----------|--------------|--------|
| | | |
| | | |
| _ | (Signature) | (Date) |









| | | - 1 | PASSENG | ER C | AR/ | CONDIT | TION AS | SESSME | NT | | | | | | |
|-------------------------|---|--------------------------|---------------------|-------|------|-------------------|---------|-------------------------|--------|-----------|--------|----|--|--|--|
| Car Number: VIA | 621 | 7 T | ype: RDC | 2 Sna | ick | Inspec | ted by: | R. BO | RDUA | S | | | | | |
| Date: AUGUST | Г 19, | 1999 | | | | Location: TORONTO | | | | | | | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | je: Ul | NKNOV | VN | | | | | | |
| Last Major Shoppin | g: UN | KNOWI | V | | | | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Rec | | ht interve 00 hours) | ntion | 3-Unservi | ceable | | | | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | |
| GENERAL COMME | NTS: | | | | | | | | | | | | | | |
| | | SITUATIO | | | Pair | Poor | | | | | | | | | |
| UNDERFRAME | DERFRAME Intact Cannibalised Vandalised Good X X X | | | | | | | | RE | MARKS | | | | | |
| Center Sill | ^ | | | ^ | | | | | | | | | | | |
| Side Sills | X | | | x | | | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE RUBE | ER GEA | RS. | | | | | |
| Buffers / Stems | X | | | X | | | | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | N Vandalised | Good | NDI | Poor | | | DE | MARKS | | | | | |
| Side Sheating and Posts | X | | | X | | | | | ne | MANAS | | | | | |
| Roof | X | | | X | | | | | | | | | | | |
| Vestibule Doors | Х | | | X | | | | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | | | |
| Trap Doors | X | | | X | | | | | | | | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS TORN | l. | | | | | | |
| Platform | X | | | X | | | | | | | | | | | |

| | | SITUATIO | | | NDIT | | |
|---|--------|--------------|------------|------|------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | X | | | X | | | LOW MILEAGE WEAR. |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | Х | | | X | | | |
| Wheels | X | | | X | | | 34 IN., DIAMETER WHEELS, 51/2×10 BEARINGS. |
| *************************************** | | SITUATIO | N | CC | NDIT | ION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | | | | V | | | 200 |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC TEST. |
| | | SITUATIO | | | NDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | X | | | X | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. |
| O VOITICAD O ONO | | SITUATIO | ON | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION CARRIER SYSTEM. |
| Condenser | Х | | | Х | | | TO BLOW AND TEST. |
| Evaporator | X | | | X | | | TO WASH AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | ON | CC | NDIT | ION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | X | ORIGINAL WIRING. |
| DC Generator | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | OLD STYLE TO TEST AND SERVICE. |
| Lighting | Х | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

| | | SITUATIO | | | DNDIT | | |
|-----------------------------|--------|--------------|------------|------|-------|------|-------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | | | | | | | N/A. |
| Refrigeration | - | | | | | | TAL/A |
| | | | | | | | N/A. |
| Microwave | | | | | | - | N/A. |
| Inverter / | | | | | | | IVA. |
| Alternator | - | | | | | | N/A. |
| Appliances | | | | | | | 140. |
| Appliances | | SITUATIO | ON | CC | NDIT | ION | |
| WATER | | | Vandalised | Good | Fair | Poor | REMARKS |
| SANITATION | Intact | Cannibalised | Vandalised | Good | Pair | Poor | |
| Water Tank & Casing | X | | | Х | | | TO FLUSH, TEST AND STERILIZE. |
| | X | | | X | | | TO TEST AND SERVICE. |
| Plumbing | | | | | | | |
| | | X | | X | | | 1 TOILET MISSING. |
| Toilets | | | | | | - | |
| | | X | | X | | | 1 BASIN MISSING. |
| Basins | | CITLLATIO | 201 | - 00 | MIDIT | 101 | |
| COSMETICS / | | SITUATIO | N | CC | NDIT | ION | REMARKS |
| AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | HEMMING |
| AMERITES | | | | | X | 1 | FADED. |
| Exterior Paint | | | | | ^ | | |
| Enterior Funt | | X | | | | X | 58 MOUNT ROYAL, NO TRAYS. |
| Seats | | | | | | | |
| | X | | | | | X | WORN, TORN. |
| Upholstery | | | | | | | |
| | X | | | | Х | | DIRTY TO CLEAN. |
| Carpets | - | | | | - | - | |
| | X | | | | X | | NEEDS COSMETIC ATTENTION. |
| Interior Finish | - V | | | | X | - | CONDENSATED |
| Cashas | X | | | | X | | CONDENSATED. |
| Sashes | - | - | | X | | | |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| | X | | | X | | | |
| Window Blinds | | | | | | | |

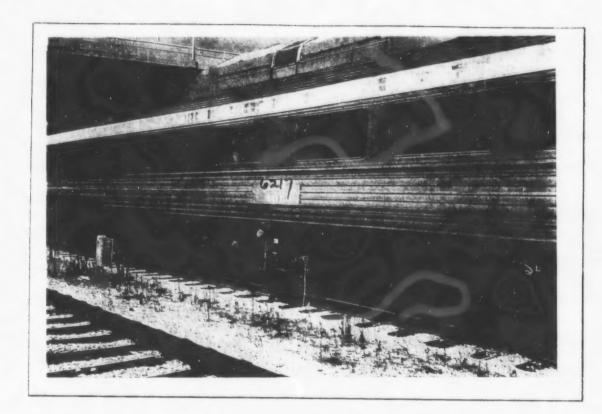
| | | SITUATIO | ON | C | ONDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | | X | | | X | | 1 TO R.I.P., 1 MISSING. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | × | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | | X | | | | | MISSING. |
| Bells / Horns | X | | | | | | TO TEST AND SERVICE. |
| Radiators | X | | | | | X | |

| OTHERS | | | | |
|------------|----------------|------------|--------------|------------|
| WHEEL DATA | L1 - 2 1/4 IN. | L2 - 2 IN. | L3 - 2 ¼ IN. | L4 - 2 IN. |
| | R1 | R2 | R3 - | R4 - |

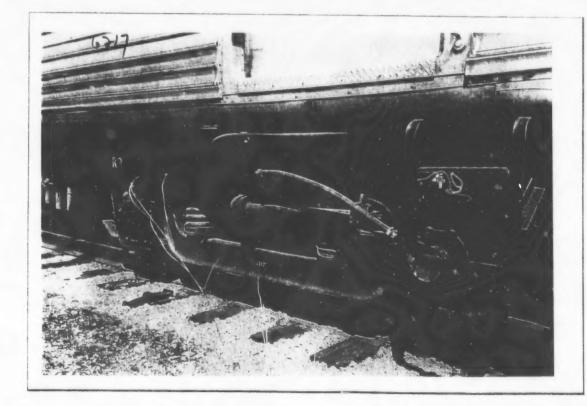
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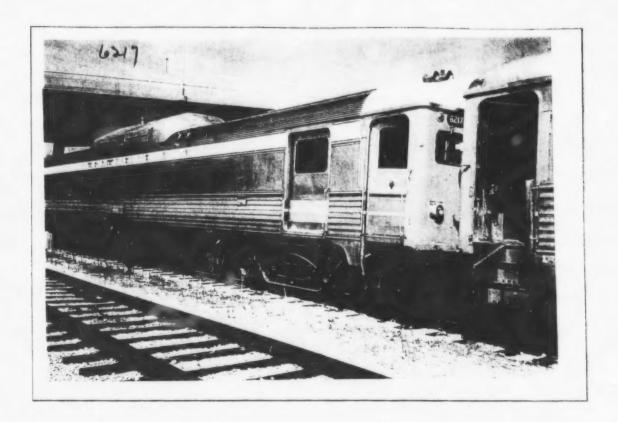
(Signature)

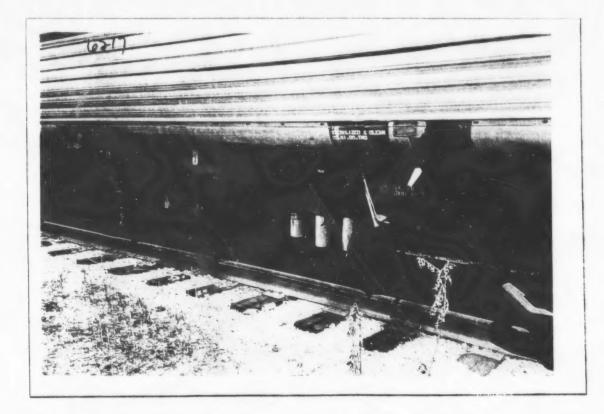
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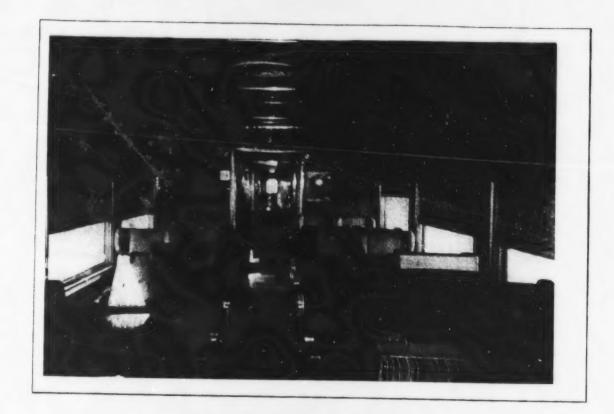


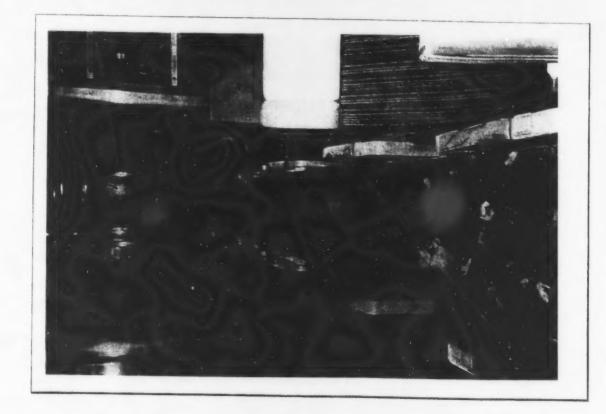
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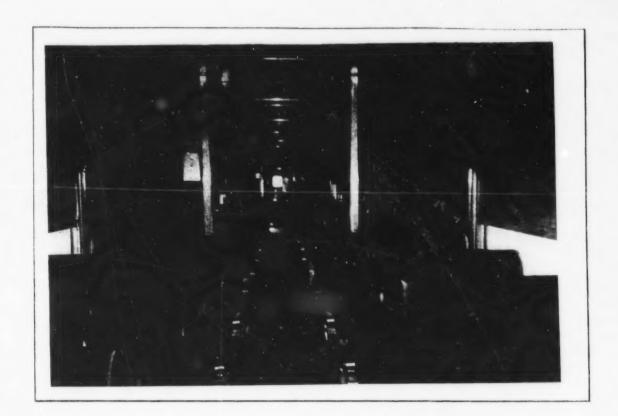




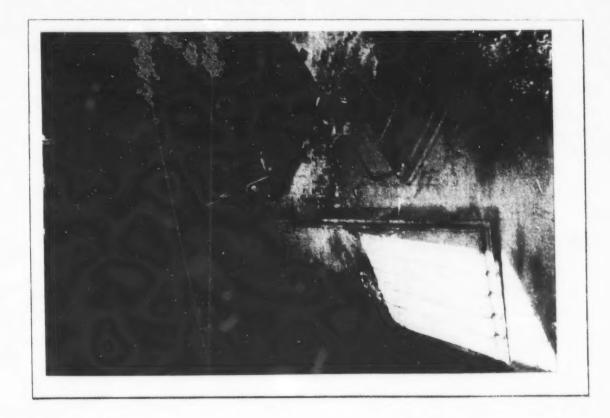


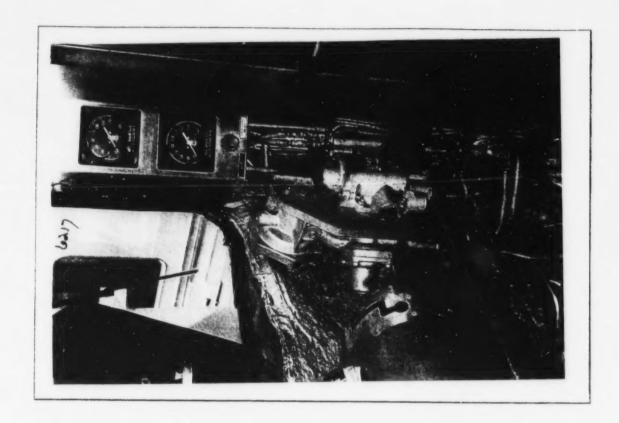




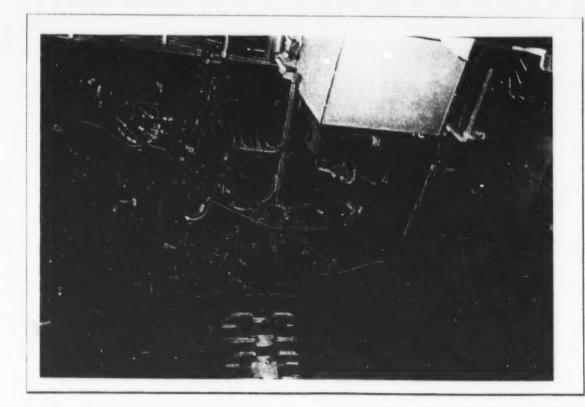


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| | | F | PASSENG | ER CA | R/C | ONDIT | ION AS | SESSMEN | IT | | | |
|-------------------------|--------|--------------|----------------------|-------|------|---------|---------|-------------------------|-------|-----------|--------|----|
| Car Number: VIA | 621 | 9 T | ype: RDC | 2 | | Inspec | ted by: | R. BO | RDU | AS | | |
| Date: AUGUST | 19 | 1999 | | | | Locatio | on: TC | RONT | 0 | | | |
| Year Built: 1950 | | Mileag | e: UN | KNOW | /N | | | | | | | |
| Last Major Shopping | g: UI | NKNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | S | 2- Req | | ht interven 0 hours) | ition | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | - | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTC. | | | | | | | | | | | |
| GENERAL COMME | IIII. | SITUATIO | ON | CO | NDIT | ION | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | F | EMARKS | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE RUBB | ER GE | ARS | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO | ON Vandalised | Good | NDIT | ION | - | | | REMARKS | | |
| Side Sheating and Posts | X | | | Х | | | | | | LMARKS | | |
| Roof | X | | | X | | | | | | | - | |
| Vestibule Doors | X | | | X | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | | X | | X | | | MISS | SNG HAR | DWAF | RE | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | X | | | | | | | | |

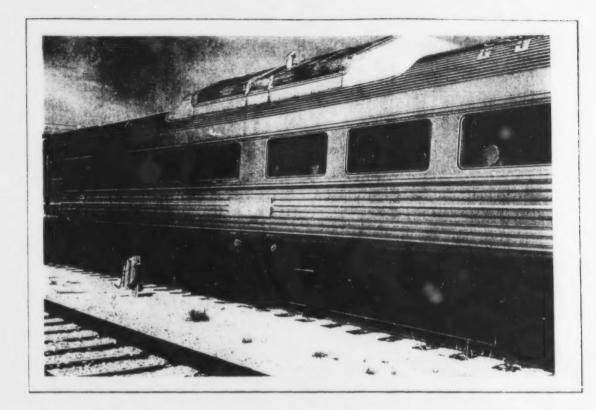
| | | SITUATI | | - | TIDNC | | |
|---------------------|--------|--------------|------------|------|-------|------|---|
| TRUCKS | Intect | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | Х | | | X | | | LOW MILEAGE WEAR |
| Wheel slip devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 5 ½ X 10 BEARINGS – 34 IN. DIA. WHEELS |
| | | SITUATIO | ON | _ | DNDIT | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND ETST |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAITNENANCE |
| | | SITUATIO | | | DNDIT | | |
| HEATING | Intact | Cannibelised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | Х | | | Х | | | TO TEST AND SERVICE |
| | | SITUATIO | ON | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUES, CONSIDER CONVERSION - FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | Х | | | Х | | | TO WASH AND TEST |
| Compressor | X | | | X | | | TO BENCH OVERHAUL |
| | | SITUATIO | | 1 | DNDIT | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | | | | | | Х | ORIGINAL WIRING |
| DC Generator | | X | | X | | | 2 X 10 kW TO BENCH OVERHAUL |
| Batteries | X | | | | | | REMOVED |
| Control Panel | X | | | X | | | OLD TYPE TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO TEST AND SERVICE |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL |

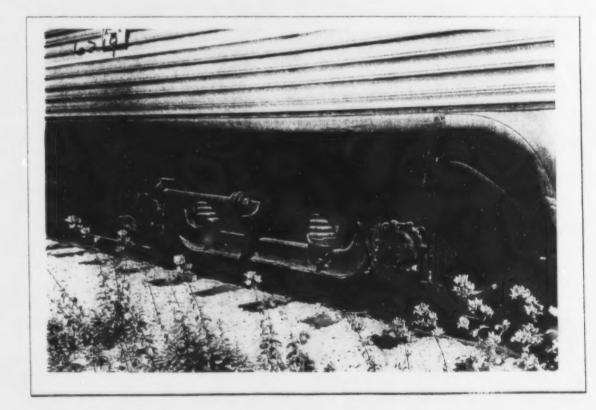
| | | SITUATIO | | Good | PAIT | Poor | DEMARKS |
|-------------------------|--------|--------------|------------|------|-------|------|--------------------------------|
| LECTRIC Con't | Intact | Cannibalised | Vandalised | | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE |
| xnaust rans | | | | | | | N/A |
| Refrigeration | | | | | | | |
| | | | | | | | N/A |
| Microwave | | | | | | | |
| | | | | | | | N/A |
| nverter / Alternator | | | | | | | |
| Alternator | | | | | | | N/A |
| Appliances | | | | | | | |
| | | SITUATIO | NC | CC | NDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| SANITATION | V | | | X | | | TO FLUSH, TEST AND SERVICE |
| Water Tank & | X | | | ^ | | | TO FLOOM, FEST AND SERVICE |
| Casing | | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE |
| Plumbing | | | | - | | | |
| F-11-4- | X | | | X | | | TO TEST AND SERVICE |
| Toilets | X | | | X | | | TO TEST AND SERVICE |
| Basins | ^ | | | ^ | | | TO TEST AND SETTION |
| | | SITUATIO | ON | CC | TIDNO | ION | |
| COSMETICS / | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| AMENITIES | | | | - | - | X | FADED/CHIPPED/FLAKING |
| Exterior Paint | | | | | | ^ | FADED/CHIFFED/FLAKING |
| Exterior Fairit | X | | | X | | | 58 SLEEPY HOLLOW, NO TRAYS |
| Seats | | | | | | | |
| | X | | | | X | | TO CLEAN |
| Upholstery | - | | | - | - V | - | TO OLFANI |
| Compte | X | | | | X | 1 | TO CLEAN |
| Carpets | X | | | X | 1 | | NEEDS LIGHT COSMETIC ATTENTION |
| nterior Finish | | | | | | | |
| | | | X | | X | | 3 BROKEN |
| Sashes | - | | | - | | - | |
| - 151 | X | | | X | | | |
| End Door and Locks | | | | | | | |
| LUCKS | X | | | X | | | |
| Washroom Doors | 1 | | | 1" | | | |
| and Locks | | | | | | | |
| | X | | | X | | | |
| Window Blinds | | | | | | | |

| | | SITUATIO | NC | CC | DNDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|-----------------------------|
| POWER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | | X | | TO R.I.P. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH AND OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERIVCE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE |
| Event Recorder | | X | | | | | MISSING |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE |
| Radiators | X | | | X | | | |

| OTHERS | | | | |
|------------|--------------|-------------|--------------|--------------|
| WHEEL DATA | L1 - 2 ½ IN. | L2 - 2½ IN. | L3 - 2 ½ IN. | L4 - 2 ½ IN. |
| | R1 | R2 - | R3 | R4 - |

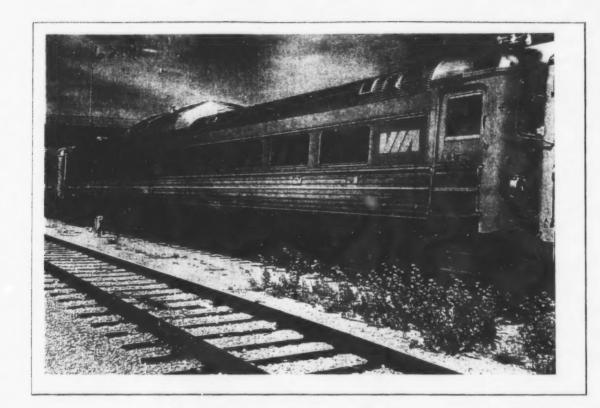
| Inspected By: | |
|---------------|--------|
| | |
| | (Date) |

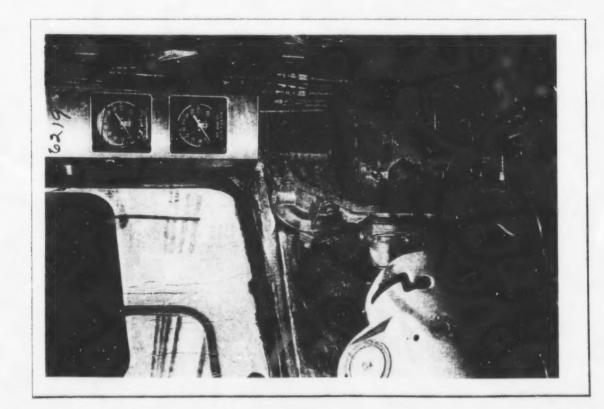


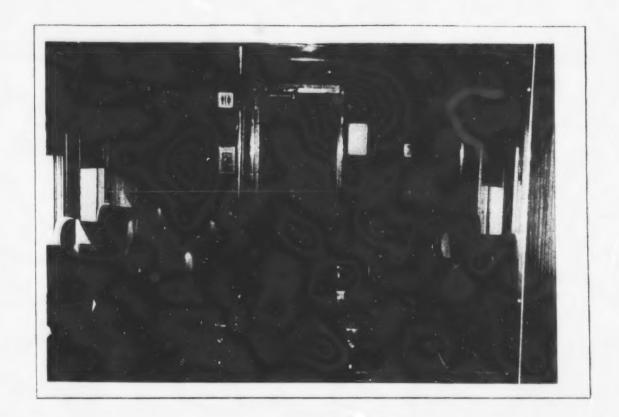


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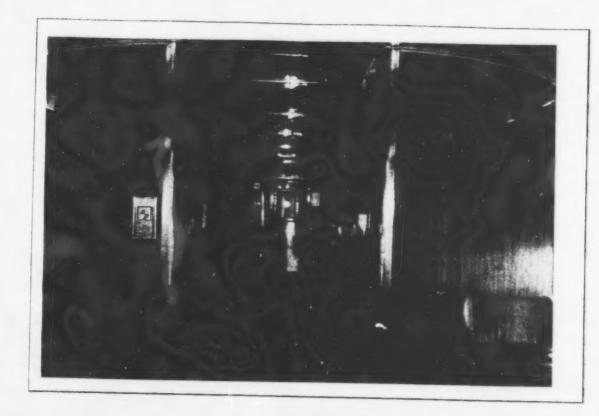
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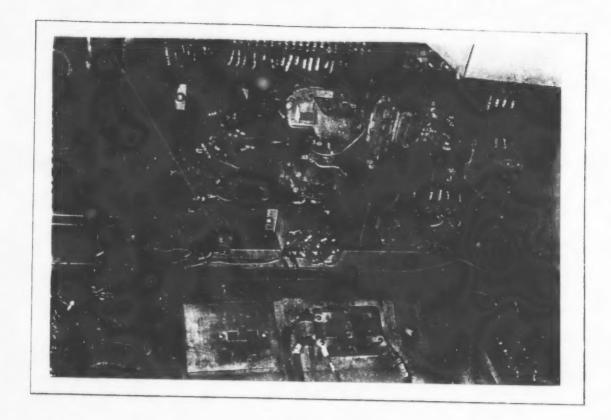






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| Car Number: VIA | 622 | 0 T | ype: RD | C2_ | | Inspected by: R. BORDUAS | | | | | | | |
|--|------------------|------------------------|------------------|------|--------------------------|--------------------------|-----------|---------|-----------|-----------|---|----|--|
| Date: AUGUST 18, 1999 Year Built: 1950 - 1957 | | | | | | | on: TO | DRONT | О | | | | |
| | | | | | | | ge: UI | NKNO | WN | | | | |
| Last Major Shopping | g: UN | KNOW | N | | | | | | | | - | | |
| CLASSIFICATION: | ble as nours) | | 2- Red | | ght interve 00 hours) | ention | 3-Unservi | iceable | | | | | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| GENERAL COMME | NTS: | | | | | | 1 | | | | | | |
| UNDERFRAME | Intact | SITUATION Cannibalised | Vandalised | Good | Fair | Poor | - | | RE | MARKS | | | |
| Center Sill | Х | | | X | | | | | | | | | |
| Side Sills | X | | | × | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE WAU | GHMAT (| BEARS. | | | |
| Buffers / Stems | X | | | X | | | | | | | | | |
| STRUCTURE | Intact | SITUATION Cannibalised | ON Vandalised | Good | | TION | | | RE | MARKS | | | |
| Side Sheating and | X | | | | | X | DISTO | ORTION, | S, PIER F | PANELS, H | | | |
| Roof | X | | | | | X | | ENCE OF | | | | | |
| Vestibule Doors | X | | | | X | | RUBB | BING TO | ADJUST. | | | | |
| Vestibule Steps | X | | | | X | | A-ENI | D BENT | DISTORTE | ED. | | | |
| Trap Doors | X | | | | Х | | BINDI | NG TO A | DJUST. | | | | |
| Diaphragms & Canvas | X | | | | X | | CANV | AS TORI | Ν. | | | | |
| | X | | | X | | | | | | | | | |

| | | SITUATIO | ON | CC | NDIT | ION | |
|-----------------------|--------|--------------|------------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | | X | | MILEAGE WEAR (60%). |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | X | | | X | | | |
| Wheels | X | | | Х | | | 34 IN DIAMETER WHEELS, 5½x10 BEARINGS. |
| | | SITUATIO | NC | CC | NDIT | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | Х | | | X | | | DUE C.O.T.S. |
| Reservoirs | Х | | | X | | | TO CLEAN AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| | | SITUATIO | | | TIDNO | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | X | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. |
| | | SITUATIO | ON | C | TIDNO | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM. |
| Condenser | X | | | X | | | TO CLEAN AND TEST. |
| Evaporator | X | | | X | | | TO CLEAN AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| EL ECTRIC | Intent | SITUATI | ON Vandalised | Good | ONDIT | Poor | DEMARKS |
| ELECTRIC | Intact | Cannibalised | vandalised | G000 | - air | - | REMARKS |
| 110/220 Volts DC | X | | | | | X | ORIGINAL WIRING PERISHED. |
| DC Generator | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | Х | | | X | | | OLD STYLE TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | Х | | | X | | | TO BENCH OVERHAUL. |

| ELECTRIC Con't | | CONDITION | | | REMARKS | | | |
|-----------------------------|--------------------------------|--------------|------------|----------------|---------|------|--------------------------------------|--|
| | Intact Cannibalised Vandalised | | | Good Fair Poor | | | | |
| | X | | | X | | | TO TEST AND SERVICE. | |
| Exhaust Fans | | | | | | | | |
| | | | | | | | N/A. | |
| Refrigeration | | | | | | | | |
| | | | | | | | N/A. | |
| Microwave | | | | | | | | |
| nverter / Alternator | | | | | | | N/A. | |
| | | | | | | | N/A. | |
| Appliances | - | | | | | | | |
| MATER | | SITUATION | | | NDIT | ION | PENADVO | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE. | |
| | X | | | X | | | TO TEST AND SERVICE. | |
| Plumbing | V | | | V | | - | TO TEST AND SERVICE. | |
| oilets | X | | | X | | | TO TEST AND SERVICE. | |
| - One to | X | | | X | | | TO TEST AND SERVICE. | |
| Basins | 1 | | | - | | | | |
| | SITUATION | | | CONDITION | | | | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| | | | | | | X | VIA BLUE, FLAKING, FADED AND CHIPPED | |
| Exterior Paint | | | | | | | | |
| Seats | X | | | X | | | 58 SLEEPY HOLLOW, NO TRAYS. | |
| | X | | | | X | | DUSTY TO CLEAN. | |
| Jpholstery | | | | | | | | |
| | X | | | | X | | DIRTY TO CLEAN. | |
| Carpets | | | | | | | | |
| | | | | | X | | NEEDS COSMETIC ATTENTION. | |
| nterior Finish | M | | M | | | 1 | | |
| Canhan | X | | X | | | X | LEAKING AND CONDENSATED. | |
| Sashes | V | | | V | | - | | |
| End Door and | X | | | X | | | | |
| Washroom Doors and Locks | X | | | X | | | | |
| Window Blinds | Х | | | X | | | | |

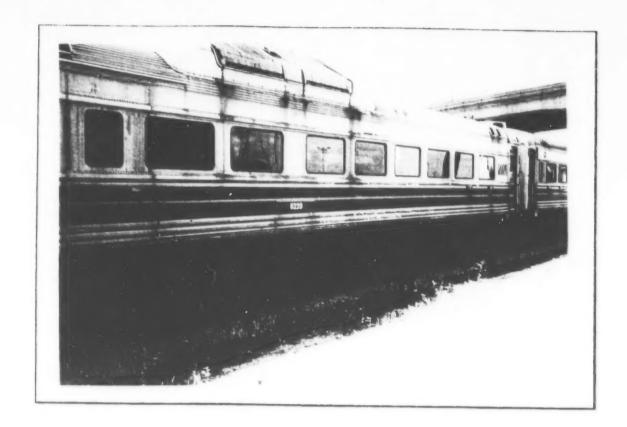
| POWER PACKAGE | SITUATION | | | CONDITION | | | |
|---------------------------|-----------|--------------|------------|-----------|------|------|------------------------------|
| | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | X | | | | | X | DAMAGED TO RENEW. |
| Spicer Shafts | X | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | | X | | | | | TO TEST AND SERVICE. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | Х | | | | | X | EVIDENCE OF LEAKS. |

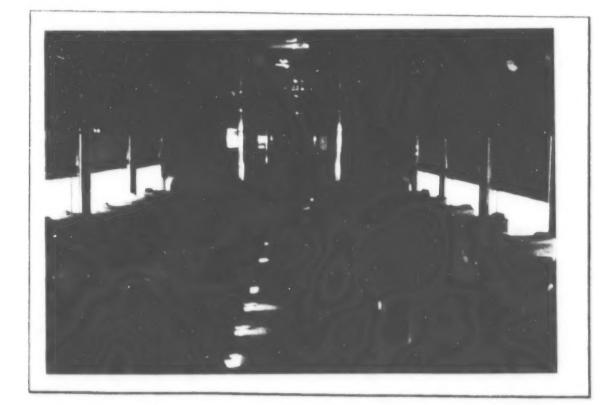
| OTHERS | | | | |
|------------|----------------|--------------|--------------|---------------|
| WHEEL DATA | L1 - 2 1/4 IN. | L2 - 1 ¾ IN. | L3 - 1 % IN. | L4 - 1 34 IN. |
| | R1 - | R2 | R3 | R4 - |

Inpected By:

(Signature)

(Date)





| | | P | ASSENG | ER C | AR/ | CONDIT | ION ASS | SESSME | NT | | | | |
|---|--------|--------------|------------|------|------|--------------------|---|---------|--------|---------------------|---------|--|--|
| Car Number: VIA | 622 | 1 ту | pe: RDC | 22 | | Inspec | ted by: | R. BO | RDUA | S | | | |
| Date: AUGUST | 13, | 1999 | | | | Location: MONTREAL | | | | | | | |
| Year Built: 1950 - 1957 | | | | | | | e: UN | KNO | WN | | | | |
| Last Major Shopping | g: UN | KNOW | N | | _ | | | | | | | | |
| CLASSIFICATION: 1- Serviceable as is (0-50 hours) | | | | | | | 2- Requires light intervention 3-Unserviceable (51-400 hours) | | | | | | |
| APPRAILSAL: 1 2 | | | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | |
| GENERAL COMME | NTS: | | | | | | | | | | | | |
| SITUATION | | | | DNDI | TION | | | | | | | | |
| UNDERFRAME | | Cannibalised | Vandalised | X | Fair | Poor | REMARKS | | | | | | |
| Center Sill | X | | | | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TY | PE WAU | GHMAT | GEARS. | | | |
| Buffers / Stems | X | | | X | | | | | | | | | |
| Pilots | X | | | | | X | ADVANCE CORRISION A-END. | | | | | | |
| | | SITUATIO | ON | | | TION | | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | | EMARKS | | | |
| Side Sheating and Posts | X | | | | | X | | | CAPS A | TION, PIEF -END. | RPANELS | | |
| Roof | X | | | | | X | PATCI | HED, EV | IDENCE | OF LEAKS | Š. | | |
| Vestibule Doors | X | | | | Х | | RUBB | ING. | | | | | |
| Vestibule Steps | X | | | | | X | DAMA | GED A- | END. | | | | |
| Trap Doors | X | | | | X | | BEND | ING A+B | | | | | |
| Diaphragms & Canvas | X | | | | X | | CANVAS PERISHED AND TORN. | | | | | | |
| Platform | X | | | X | | | | | | | | | |

| | T | SITUATIO | ON | C | DNDIT | TION | |
|-----------------------------|--------|------------------------|---------------|-----------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | X | | | | X | | MILEAGE WEAR (40%). |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 34 IN DIAMETER WHEELS, 51/2×10 BEARINGS. |
| AIR BRAKES | Intact | SITUATION Cannibalised | ON Vandalised | Good | DNDIT | Poor | REMARKS |
| | X | | | | X | | HEMAINO |
| D-22, 26L systems | X | | | | X | | DUE C.O.T.S. |
| Control Valves | X | | | | X | | TO FLUSH AND TEST. |
| Reservoirs | X | | | | X | | DUE PERIODIC TESTS. |
| Hand Brakes | | SITUATIO | ON | 00 | DNDIT | HOL | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | Х | | | X | | | TO TEST AND SERVICE. |
| | | SITUATIO | ÔN | CONDITION | | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM. |
| Condenser | X | | | X | | | TO BLOW AND TEST. |
| Evaporator | Х | | | X | | | TO WASH AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | N | CC | NDIT | ION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | | | | | | X | ORIGINAL WIRING. |
| DC Generator | X | | | X | | | 2X 15 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | Х | | | TO TEST AND SERVICE. |
| Lighting | Х | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

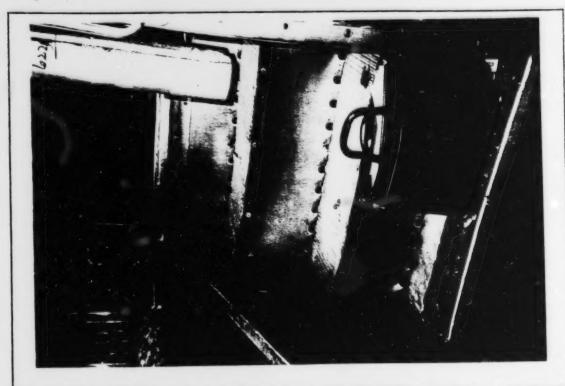
| | | SITUATIO | | | NDIT | | |
|--------------------------|-----------|--------------|------------|-----------|------|------|-------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | N/A. |
| Refrigeration | | | | | | | IVA. |
| Microwave | | | | | | | N/A. |
| Inverter / Alternator | | | | | | | N/A. |
| A N | | | | | | | N/A. |
| Appliances | | SITUATIO | ON | CC | NDIT | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| Plumbing | X | | | X | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | X | | | X | | | TO TEST AND SERVICE. |
| | SITUATION | | | CONDITION | | | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| AMERICA | X | | | | | X | CHIPPED AND FADED. |
| Exterior Paint | | | | | | | |
| Coata | X | | | X | | | 60 WAKEFIELD, NO TRAYS. |
| Seats | X | | | | X | | DUSTY TO CLEAN. |
| Upholstery | | | | | | | |
| Carpets | X | | | | X | | DUSTY TO CLEAN. |
| Interior Finish | X | | | | Х | | WALL COVERING PEELING OUT |
| Sashes | X | | | | | X | LEAKING. |
| End Door and Locks | Х | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

| | SITUATION | | | C | DNDIT | ION | |
|---------------------------|-----------|--------------|------------|------|-------|------|------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | | X | | | X | | 2 TO R.I.P MISSING NO. 2. |
| Spicer Shafts | | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiator | X | | | X | | | |

| OTHERS | | | | |
|------------|-------------|--------------|--------------|----------------|
| WHEEL DATA | L1 - 2½ IN. | L2 - 2 ¼ IN. | L3 - 2 ½ IN. | L4 - 2 1/2 IN. |
| | R1 - | R2 - | R3 | B4 - |

| (Signature) | (Date) | _ |
|-------------|--------|---|

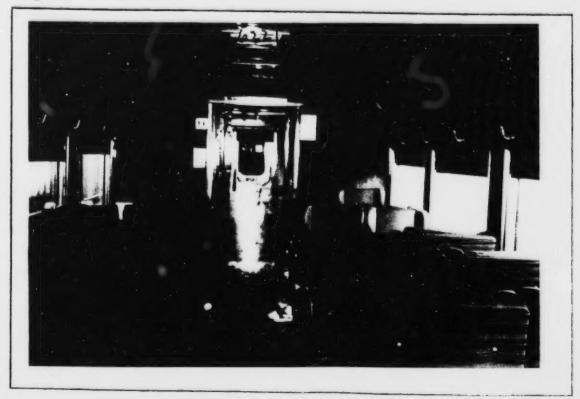












| | | | PASSENG | ER C | AR/ | CONDIT | TION ASSESSMENT | | | | | | |
|--|---------------|--------------------------|---------------------|-------|------|--------------------|---|--|--|--|--|--|--|
| Car Number: VIA 6222 Type: RDC2 | | | | | | | Inspected by: R. BORDUAS | | | | | | |
| Date: AUGUST 13, 1999 Year Built: 1950 - 1957 | | | | | | Location: MONTREAL | | | | | | | |
| | | | | | | Mileag | ge: UNKNOWN | | | | | | |
| Last Major Shoppin | g: U l | NKNOW | 'N | | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Red | quires light intervention 3-Unserviceable (51-400 hours) | | | | | | |
| APPRAILSAL: 1 2 3 | | | | | | 4 | 5 6 7 8 9 10 | | | | | | |
| GENERAL COMME | ENTS: | | | | | | | | | | | | |
| UNDERFRAME | SITUATION | | Good | ONDI' | TION | REMARKS | | | | | | | |
| Center Sill | X | | | X | | | | | | | | | |
| Side Sills | Х | | | X | | | SIDE SILL CAP DENTED – 6 FT, L-SIDE | | | | | | |
| End Sills | X | | | X | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | | |
| Couplers & Gears | Х | | | X | | | "F" TYPE WAUGHMAT GEARS. | | | | | | |
| Buffers / Stems | X | | | X | | | | | | | | | |
| Pilots | X | | | X | | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | | | | |
| Side Sheating and Posts | | | | | | X | HORIZONTAL DISTORTION PIER PANELS, FLUTING AND CAPS, A-END. | | | | | | |
| Roof | x | | | | | X | PATCHED, EVIDENCE OF LEAKS. | | | | | | |
| Vestibule Doors | X | | | | X | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | |
| Trap Doors | X | | | | X | | BENDING. | | | | | | |
| Diaphragms & Canvas | X | | | | X | | CANVAS TORN. | | | | | | |
| Platform | X | | | X | | | | | | | | | |

| | SITUATION | | | | DNDIT | | | |
|----------------------------|-----------|--------------|------------|-----------|-------|------|---|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| 4-Wheels I.S.H. | Х | | | | X | | MILEAGE WEAR (40%). | |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT TO TEST AND SERVICE. | |
| Springs | | | | X | | | | |
| Wheels | | | | X | | | 34 IN DIAMETER WHEELS, 51/2x10 BEARINGS. | |
| 77110010 | | SITUATIO | N | C | TIDNO | ION | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| D-22, 26L systems | X | | | | | | | |
| Control Valves | X | | | | | | DUE C.O.T.S. | |
| Reservoirs | Х | | | | | | TO FLUSH AND TEST. | |
| Hand Brakes | Х | | | | | | DUE PERIODIC TESTS. | |
| Tana branco | | SITUATIO | ON | C | DNDIT | ION | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| Engine Coolant | X | | | | | | | |
| | X | | | X | | | TO TEST AND SERVICE. | |
| Floor Heat Coils | ^ | | | ^ | | | TO TEST AND SERVICE. | |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. | |
| | | SITUATIO | N | CONDITION | | | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| Freon 12 System | | | | X | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM. | |
| Condenser | | | | X | | | TO BLOW AND TEST. | |
| Evaporator | | | | X | | | TO WASH AND TEST. | |
| Compressor | | | | X | | | TO BENCH OVERHAUL. | |
| Compressor | _ | SITUATIO | ON | C | ONDIT | ION | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| 110/220 Volts DC | | | | | | X | ORIGINAL WIRING. | |
| DC Generator | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. | |
| Batteries | | X | | | | | REMOVED. | |
| Control Panel | Х | | | X | | | TO TEST AND SERVICE. | |
| | X | | | Х | | | TO TEST AND SERVICE. | |
| Lighting Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. | |

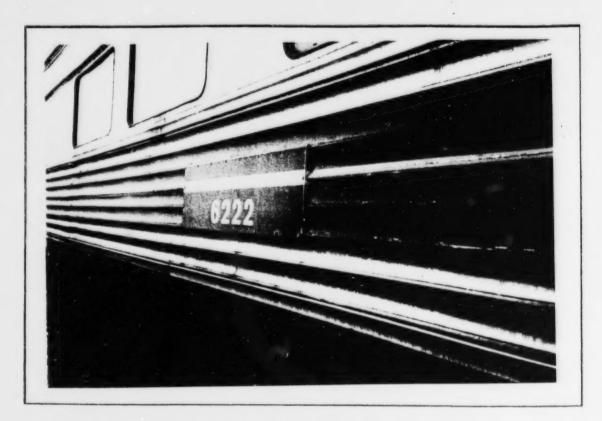
| | T | SITUATI | C | ONDIT | TION | | |
|--------------------------|-----------|--------------|------------|-----------|------|------|------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | Х | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A |
| Microwave | | | | | | | N/A |
| Inverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A |
| | | SITUATIO | ON | CONDITION | | | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | Х | | | X | | | TO FLUSH TEST AND STERILIZE. |
| Plumbing | X | | | Х | | | TO TEST AND SERVICE. |
| Toilets | Х | | | X | | | TO TEST AND SERVICE. |
| Basins | X | | | X | | | TO TEST AND SERVICE. |
| Dasiris | SITUATION | | | CC | NDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | X | | FADED. |
| Seats | X | | | X | | | 60 SLEEPY HOLLOW, NO TRAYS. |
| Upholstery | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | Х | | | | | X | MILDEWED. |
| Interior Finish | X | | | | X | | |
| Sashes | X | | | | | X | LEAKING. |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

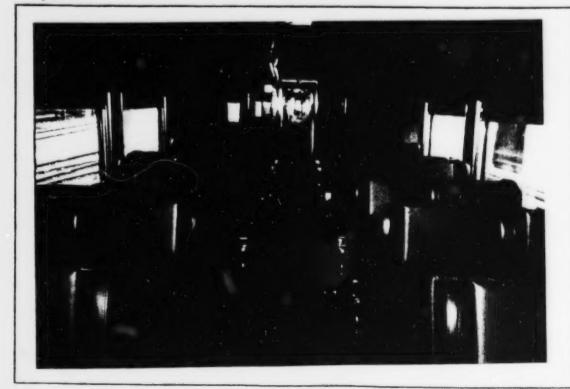
| | | SITUATION | | | ONDIT | ION | The state of the s |
|---------------------------|--------|--------------|------------|------|-------|------|--|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | Х | | | | X | | 2 CUMMINS TO BENCH OVERHAUL. |
| Engine Pans | | | | | X | | 2 TO R.I.P. |
| Spicer Shafts | | | | | X | | TO QUALIFY AND REPAIR. |
| Air Compressor | | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | × | | | X | | | TO FLUSH AND SERVICE. |
| Exhaust System | × | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST AND SERVICE. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiator | X | | | X | | | EVIDENCE OF ANTIFREEZE LEAKS. |

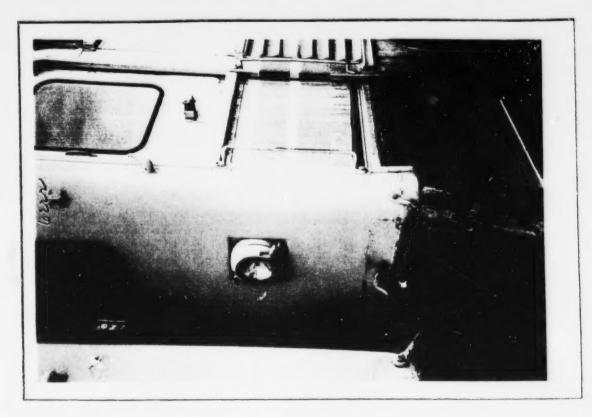
| OTHERS | | 1 | | |
|------------|---------|-------|--------------|---------------|
| WHEEL DATA | L1 - ?. | L2- ? | L3 - 1 % IN. | L4 - 1 34 IN. |
| | R1 - | R2 | R3 - | R4 |

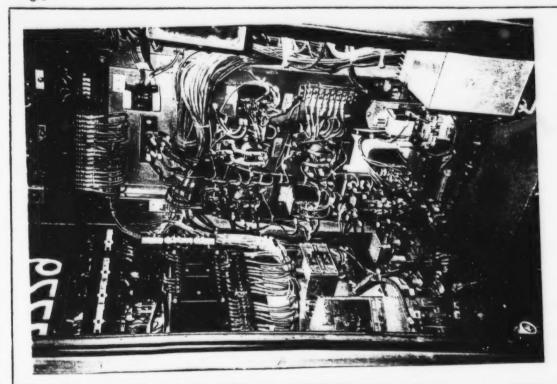
| | | _ |
|----|--------|-----|
| In | nantad | Bw. |
| | pected | Dy. |

(Signature) (Date)

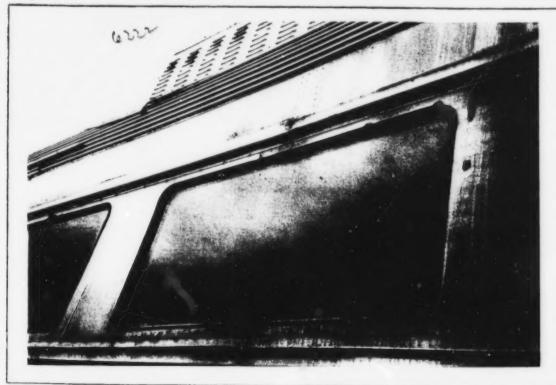


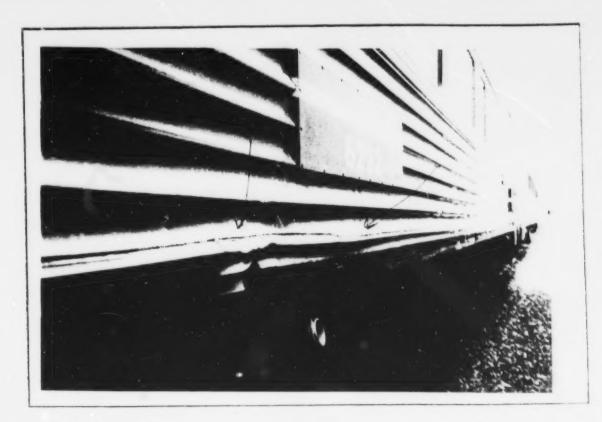


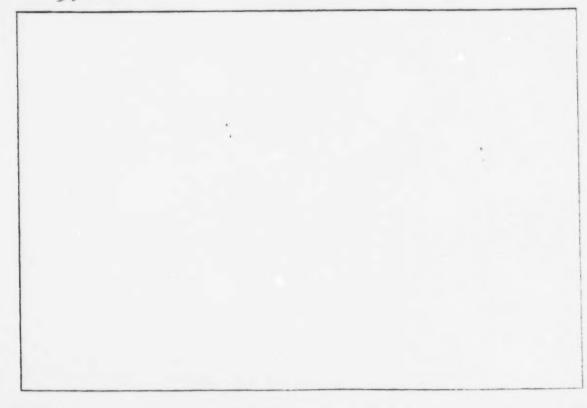












| | | | PASSENG | ER C | AR/C | CONDIT | ION ASS | ESSME | NT | | | |
|---------------------|----------|--------------------------|---------------------|------|------|--------------------------|-----------------------|---------|--------|------------|--------|----|
| Car Number: VIA | 622 | 3 T | ype: RDC | 2 | | Inspected by: R. BORDUAS | | | | | | |
| Date: AUGUS1 | Location | on: TO | RONT | 0 | | | | | | | | |
| Year Built: 1950 | Mileag | e: UN | KNOV | VN | | | | | | | | |
| Last Major Shoppin | g: UI | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Req | uires ligh (51-400 | | ntion | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Pair | Poor | | | | EMARKS | | |
| Center Sill | x | | | X | | | | | | LIMATINO | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | "F" TYP | E RUBE | BER GE | ARS | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Pair | Poor | | | B | EMARKS | | |
| Side Sheating and | х | | | | | X | | | - BELT | RAILS - LE | | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | Х | | | X | | | | | | | | |
| Vestibule Steps | Х | | | X | | | | | | | | |
| Trap Doors | Х | | | | X | | | NG TO A | | | | |
| Diaphragms & Canvas | X | | | | X | | CANVA | STORN | | | | |
| Platform | Х | | | X | | | | | | | | |

| | | SITUATIO | | | NDIT | | |
|---------------------|-----------|--------------------------|------------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | X | | | LOW MILEAGE WEAR 25% |
| Wheel slip device | X | | | X | | | DECELOSTAT - TO TEST AND SERVICE |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS |
| | | SITUATIO | | | NDIT | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST |
| Hand Brakes | X | | 24 | X | | | DUE PERIODIC TEST |
| HEATING | Intact | SITUATIO | ON Vandalised | Good | NDIT | Poor | REMARKS |
| HEATING | | Carmbanacc | Varidanos | GCCC | | Foor | HEMARKS |
| Engine Coolant | X | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE |
| Overhead Coils | Х | | | X | | | TO TEST AND SERVICE |
| AIR CONDITIONING | SITUATION | | | CC | DNDIT | ION | REMARKS |
| | Intact | Cannibalised | Vandalised | Good | Fair | Poor | |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE – CONSIDER CONVERS – FRIGIDAIRE SYSTEM |
| Condenser | X | | | X | | | TO BLOW AND TEST |
| Evaporator | X | | | X | | | TO WASH AND TEST |
| Compressor | X | 2001470 | | X | | | TO BENCH OVERHAUL |
| ELECTRIC | Intact | SITUATIO Cannibalised | ON Vandalised | | Pair | Poor | REMARKS |
| ELECTRIC | | Cermicanoc | VEINGERSEC | Gua | | Pan | |
| 110/220 Volts DC | X | | | X | X | | OLD WIRING - SECTIONS REPAIRED 2 X 10 kW |
| DC Generator | ^ | X | | ^ | | | TO BENCH OVERHAUL REMOVED |
| Batteries | X | * | | X | | | TO TEST AND SERVICE |
| Control Panel | X | | | X | | | TO TEST AND SERVICE |
| Lighting | X | | | X | | | TO BENCH OVERHAUL |
| Main Blower Fans | X | | | × | | | TO BENCH OVERHAUL |

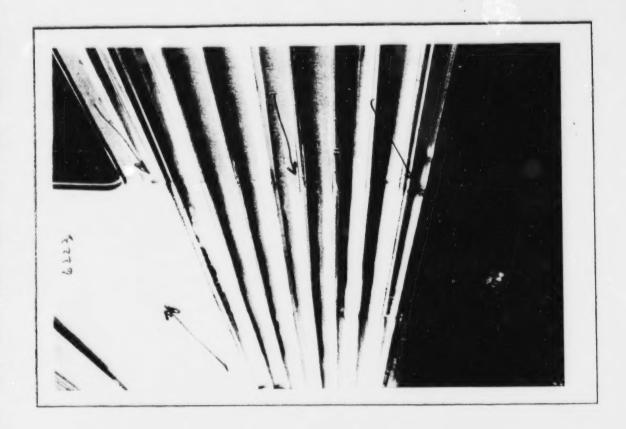
| | | SITUATIO | | CONDITION | | | |
|--------------------------|-----------|--------------|------------|-----------|------|------|-----------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalisad | Good | Fair | Poor | REMARKS |
| Exhaust Fans | Х | | | X | | | |
| Refrigeration | | | | | | | N/A |
| Microwave | | | | | | | N/A |
| Inverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A |
| | | SITUATIO | NC | CC | NDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH, TEST, STERILIZE |
| Plumbing | Х | | | X | | | TO TEST AND SERVICE |
| Toilets | X | | | X | | | TO TEST AND SERVICE |
| Basins | X | | | X | | | TO TEST AND SERVICE |
| Dasiris | SITUATION | | | CC | NDIT | ION | |
| COSMETICS / | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | FADED / CHIPPED |
| Seats | X | | | X | | | 56 SLEEPY HOLLOW / NO TRAYS |
| Upholstery | | | | | X | | TO CLEAN |
| Carpets | | | | | X | | TO CLEAN |
| Interior Finish | X | | | X | | | REQUIRES LIGHT INTERVENTION |
| Sashes | X | | | | X | | LEAKING OF A-END |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

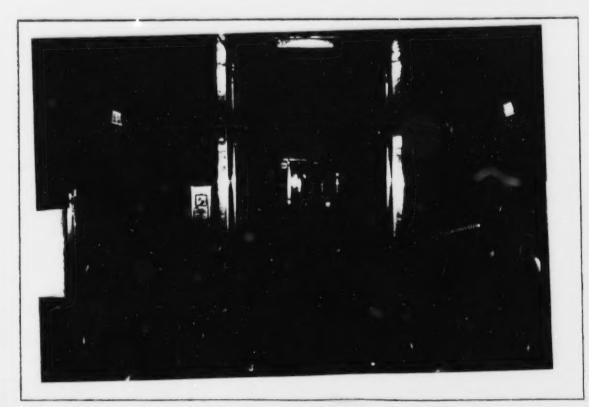
| | SITUATION | | | CC | DNDIT | ION | |
|---------------------------|-----------|--------------|------------|------|-------|------|-----------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | 2 CUMMINS TO BENCH OVERHAUL |
| Engine Pans | X | | | | X | | 2 TO R.I.P. |
| Spicer Shafts | X | | | | Х | | TO QUALIFY AND REPAIR |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL |
| Fuel Tank | X | | | X | | | TO FLUSH AND SERVICE |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | Х | | | | | | DUE PERIODIC MAINT ENANCE |
| Event Recorder | X | | | | | | MISSING |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE |
| Radiators | X | | | | | X | EVIDENCE OF LEAKS |

| OTHERS | | | | _ |
|------------|--------------|--------------|--------------|----------------|
| WHEEL DATA | L1 - 2 ½ IN. | L2 - 1 % IN. | L3 - 2 ½ IN. | L4 - 2 1/2 IN. |
| | R1 | R2 | R3 | R4 |

| Inn | | D |
|-----|--------|-----|
| In5 | pected | DY: |

(Signature) (Date)









| | | | PASSENG | ER C | AR/ | CONDIT | TION ASSESSMENT | | | | | |
|-------------------------|--------|--------------|----------------------|------|------|--------------------------|---|--|--|--|--|--|
| Car Number: VIA | 622 | 4 т | ype: RD | C2 | | Inspected by: R. BORDUAS | | | | | | |
| Date: AUGUST | Г 18, | 1999 | | | | Location: TORONTO | | | | | | |
| Year Built: 1950 | - 19 | 57 | | | | Mileag | ge: UNKNOWN | | | | | |
| Last Major Shopping | g: UN | KNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Rec | quires light intervention (3-Unserviceable (51-400 hours) | | | | | |
| APPRAILSAL: | | 1 | (2) | 3 | | 4 | 5 6 7 8 9 10 | | | | | |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| SITUATION COND | | | | | | Poor | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | | | |
| Center Sill | | | 1 | ^ | | | | | | | | |
| Side Sills | | | | | | X | SAGGING, NEGATIVE CAMBER. | | | | | |
| Side Sills | | | | х | | | | | | | | |
| End Sills | | | | | | _ | | | | | | |
| Cross Bearers | | | | X | | | | | | | | |
| | | | | X | | | | | | | | |
| Needle Beams | | | | X | | - | "F" TYPE RUBBER GEARS. | | | | | |
| Couplers & Gears | | | | ^ | | | F TIPE HOBBEN GEANS. | | | | | |
| Buffers / Stems | | | | X | | | | | | | | |
| | | | | X | | | | | | | | |
| Pilots | | SITUATIO | ON. | CC | NDIT | TON | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | | | |
| Side Sheating and Posts | X | | | | | X | LETTER BOARDS, PIER PANEL, FLUTING AND CAPS HORIZONTAL DISTORTIONS AND POOR JOINTS. | | | | | |
| Roof | X | | | | | X | LEAKING THROUGHOUT CAR. | | | | | |
| | X | | | | X | | BINDING TO ADJUST. | | | | | |
| Vestibule Doors | X | | | | X | | LOOSE TREADS (RUBBER). | | | | | |
| Vestibule Steps | | | | | ^ | | | | | | | |
| Trap Doors | X | | | | | X | BINDING, TWISTED. | | | | | |
| Diaphragms & Canvas | X | | | | x | | MISSING A-END. CANVAS TORN B-END. | | | | | |
| Platform | X | | | | X | | RUBBER LOOSE PERISHED. | | | | | |

| | | SITUATIO | | | NDIT | | |
|-----------------------------|-----------|--------------|------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. Built up | X | | | | | X | HIGH MILEAGE WEAR. |
| Wheel Slip Devices | X | | | X | | | DECELOSTAT, TO TEST AND SERVICE. |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | 34 IN., DIAMETER WHEELS, 51/2x10 BEARINGS. |
| | | SITUATIO | N | CC | NDIT | ION | |
| AIR BRAKES | Intect | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22, 26L systems | X | | | | | | |
| Control Valves | X | | | | X | | DUE C.O.T.S. |
| Reservoirs | X | | | | X | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | | X | | DUE PERIODIC MAINTENANCE. |
| | | SITUATIO | | | DNDIT | | ALADA CANADA |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engine Coolant | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO TEST AND SERVICE. |
| Overhead Coils | X | | | X | | | TO TEST AND SERVICE. |
| | SITUATION | | CONDITION | | | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM. |
| Condenser | | | | X | | | TO CLEAN AND SERVICE. |
| Evaporator | | | | X | | | TO CLEAN AND SERVICE. |
| Compressor | | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | ON | | ONDIT | ION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | X | ORIGINAL WIRING PERISHED. |
| DC Generator | X | | | X | | | 2X 10 kw TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | OLD STYLE, TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO BENCH OVERHAUL. |

| | | SITUATION | | | DNDIT | | |
|--------------------------|--------|--------------|------------|------|-------|------|--|
| ELECTRIC Con't | intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS TO TEST AND SERVICE |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A |
| Microwave | | | | | | | N/A |
| Inverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A. |
| | | SITUATIO | N | CC | NDIT | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & | X | | | X | | | TO FLUSH, TEST AND STERILIZE. |
| Plumbing | X | | | X | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| | X | | | X | | | TO TEST AND SERVICE. |
| Basins | - | SITUATIO | ON | CC | NDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | FADED, CHIPPED AND PEELING OFF. |
| Seats | | X | X | | | X | 58 SEATS, WAKEFIELD. |
| Upholstery | | X | X | | | X | WORN, SLASHED. |
| Carpets | X | | | | Х | | DIRTY TO CLEAN. |
| Interior Finish | X | | | | | X | CEILING PANELS LOOSE, MOULDINGS LOOSE, WINDOW SILLS, CARPETS DETERIORATED. |
| Sashes | X | | | | | X | LEAKING, CONDENSATED. |
| End Door and Locks | X | | | × | | | 71 |
| Washroom Doors and Locks | X | | | × | | | |
| Window Blinds | Х | | | | X | | STAINED TO CLEAN. |

| | SITUATION | | | CC | DNDIT | ION | |
|---------------------------|-----------|--------------|------------|------|-------|------|-------------------------------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | × | | 2 CUMMINS, TO BENCH OVERHAUL. |
| Engine Pans | X | | | | | X | TO REBUILD, DAMAGED. |
| Spicer Shafts | Х | | | | X | | TO QUALIFY AND SERVICE. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | X | | | Х | | | TO FLUSH AND SERVICE. |
| Exhaust System | X | | | X | | | |
| Brake Control Valves | X | | | X | | | DUE PERIODIC MAINTENANCE. |
| Event Recorder | X | | | X | | | TO TEST. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |
| Radiators | X | | | | | Х | EVIDENCE OF LEAKS. |

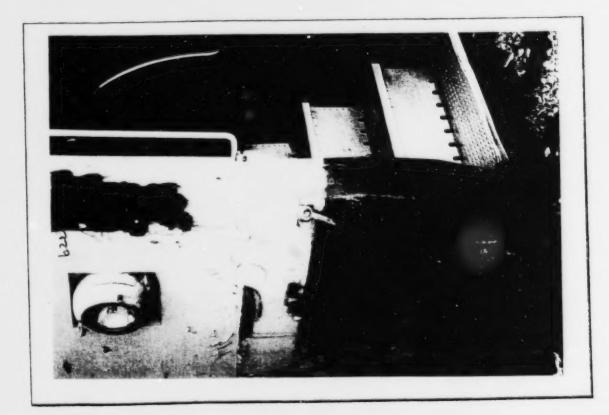
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| OTHERS | | | | | | | | | |
|------------|--------------|--------------|----------------|----------------|--|--|--|--|--|
| WHEEL DATA | L1 - 2 ½ IN. | L2 - 1 % IN. | L3 - 1 3/8 IN. | L4 - 1 3/8 IN. | | | | | |
| | R1 | R2 | R3 | R4 | | | | | |

| (Signature) | (Date) | |
|--------------|--------|--|
| | * | |
| | * | |
| Inpected By: | | |
| | | |





| Car Number: VIA | 622 | 5 Ту | pe: RDC | 2 Sna | ck | Inspec | ted by: | R. BO | RDUA | S | | |
|-------------------------|--------|--------------------------|----------------------|-------|--------------------------|----------|---------|------------------------|---------|-----------|----------|-----------|
| Date: AUGUST | 13, | 1999 | | | | Location | n: MC | ONTRE | AL | | | |
| Year Built: 1950 | - 195 | 57 | | | | Mileag | e: UN | KNOV | VN | | | |
| Last Major Shopping | : UN | KNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Req | | ht interve 0 hours) | ntion | 3-Unservi | iceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibalised | N Vandalised | Good | Pair | Poor | | | RE | MARKS | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | Х | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | um Th | DE WALL | 0111111 | 5400 | | |
| Couplers & Gears | X | | | X | | | "F" Y | PE WAU | GHMAT G | EAHS. | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | CONDITION Good Fair Poor | | - | | RE | MARKS | | |
| Side Sheating and Posts | Х | | | | X | | A-EN | FLUTIN | | | TORTION. | |
| Roof | Х | | | X | | | | | | | | |
| Vestibule Doors | X | | | | X | | RUBB | ING ON F | LOOR TO | O ADJUST | Γ. | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | X | | | | X | | | DJUST. | | | | |
| Diaphragms & Canvas | X | | | | X | | ONE | END ONL | Y. CANV | AS TORN | 4 | Security. |
| Platform | Х | | | X | | | | | | | | |

| | SITUATION | | | CONDITION | | | | | |
|---------------------|-----------|--------------------------|------------------|-----------|-------|------|---|--|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | |
| 4-Wheels I.S.H. | X | | | | X | | MILEAGE WEAR. | | |
| Castings | X | | | X | | | | | |
| Springs | Х | | | X | | | DOUBLE COILS. | | |
| Wheels | Х | | | X | | | 5½x10 CONVENTIONAL BEARINGS, 34" WHEELS DIAMETER. | | |
| AIR BRAKES | Intact | SITUATI | ON Vandalised | Good | Pair | Poor | REMARKS | | |
| D-22, 26L systems | Х | | | X | | | | | |
| Control Valves | Х | | | | | | DUE C.O.T.S. | | |
| Reservoirs | X | | | | | | TO CLEAN AND TEST. | | |
| Hand Brakes | X | | | | | | DUE PERIODIC TESTS. | | |
| idio Dianos | | SITUATION | ON | CC | DNDIT | ION | | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | |
| Engine Coolant | X | | | | | | | | |
| Floor Heat Coils | X | | | X | | | TO FLUSH TEST AND SERVICE. | | |
| Overhead Coils | Х | | | X | | | TO FLUSH TEST AND SERVICE. | | |
| | SITUATION | | | CC | NDIT | ION | | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | |
| Freon 12 System | X | | | | | X | ENVIRONMENT ISSUE. CONSIDER CONVERSION. | | |
| Condenser | X | | | X | | | TO CLEAN AND TEST. | | |
| Evaporator | Х | | | X | | | TO CLEAN AND TEST. | | |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. | | |
| ELECTRIC | Intact | SITUATIO Cannibalised | ON Vandatised | Good | Fair | Poor | REMARKS | | |
| 110/220 Volts DC | X | | | X | | | NEW WIRING. | | |
| DC Generator | X | | | X | | | 2X 18 kw TO BENCH OVERHAUL. | | |
| Batteries | | X | | | | | REMOVED. | | |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. | | |
| Lighting | | | x | | | X | FIXTURES BROKEN. | | |
| Main Blower Fans | х | | | X | | | TO BENCH OVERHAUL. | | |

| | SITUATION | | | CONDITION | | | |
|--------------------------|-----------|--------------|------------|-----------|-------|------|--------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| | X | | | Х | | | TO TEST AND SERVICE. |
| Exhaust Fans | | | | | | | |
| | X | | | | X | | 1 FOSTER, TO TEST AND SERVICE. |
| Refrigeration | - | v | | | | | BEHOVED |
| Microwaya | | X | | | | | REMOVED. |
| Microwave | X | | | X | | | TO TEST AND SERVICE. |
| Inverter / Alternator | ^ | | | ^ | | | |
| | | | | | | | N/A |
| Appliances | | | | | | | |
| WATER | | SITUATIO | N | CC | NDIT | ION | REMARKS |
| SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | HEMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH TEST AND STERILIZE. |
| Plumbing | Х | | | X | | | TO TEST AND SERVICE. |
| Toilets | X | | | X | | | TO TEST AND SERVICE. |
| Basins | X | | | X | | | TO TEST AND SERVICE. |
| | SITUATION | | | CC | DNDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | VIA BLUE & YELLOW, FADED. |
| Seats | X | | | X | | | 52 WAKEFIELD. |
| Upholstery | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | X | | | | X | | TO CLEAN. |
| Interior Finish | | | | | X | | NEEDS COSMETIC ATTENTION. |
| Sashes | | | Х | | | | ALL BROKEN. |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | X | | X | | 4 SLASHED. |

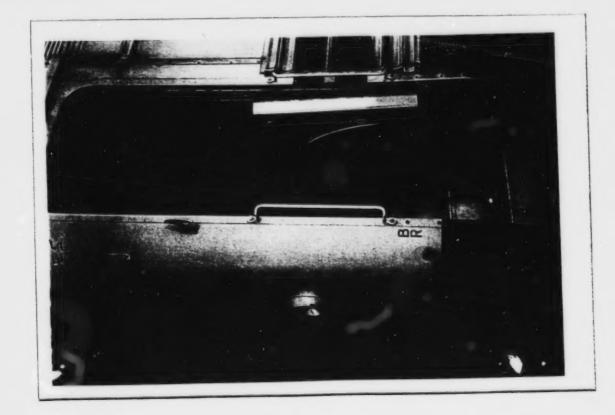
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| POWER PACKAGE | | SITUATION | | | | ION | |
|---------------------------|--------|--------------|------------|------|------|------|----------------------------|
| | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | X | | | | X | | TO BENCH OVERHAUL. |
| Engine Pans | X | | | | X | | TO ADJUST. |
| Spicer Shafts | X | | | | X | | TO BENCH OVERHAUL. |
| Air Compressor | X | | | | X | | TO BENCH OVERHAUL. |
| Fuel Tank | X | | | Х | | | TO FLUSH TEST AND SERVICE. |
| Exhaust System | X | | | X | | | TO TEST AND SERVICE. |
| Brake Control Valves | | X | | | | | MISSING. |
| Event Recorder | | Х | | | | | MISSING. |
| Bells / Horns | X | | | X | | | TO TEST AND SERVICE. |

| OTHERS | | | | |
|------------|------------|-------------|----------------|------------|
| WHEEL DATA | L1 - 2 IN. | L2 - 2½ IN. | L3 - 1 5/8 IN. | L4 - 2 IN. |
| | R1 | R2 - | R3 - | R4 - |

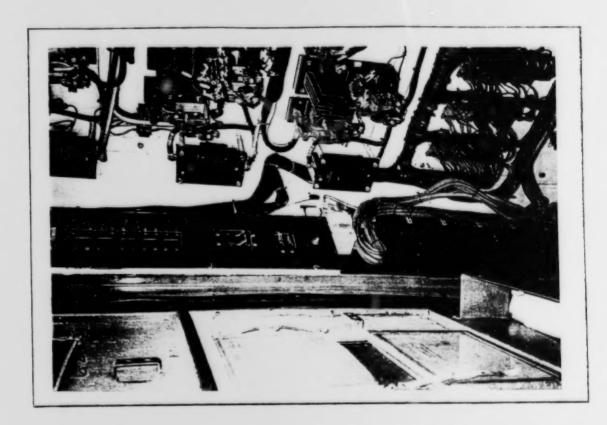
| Inpected By: | | |
|--------------|-------------|--|
| | | |
| (Signatura) | (Patri) | |

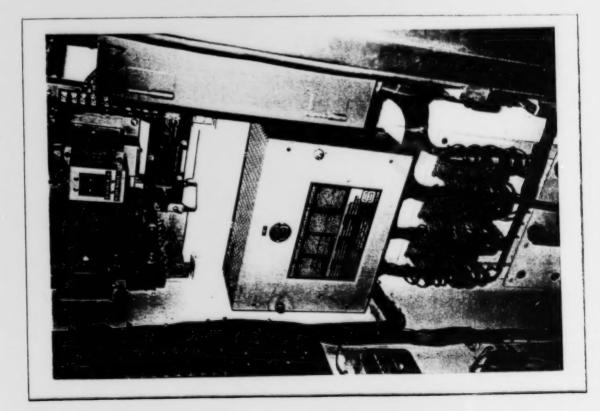




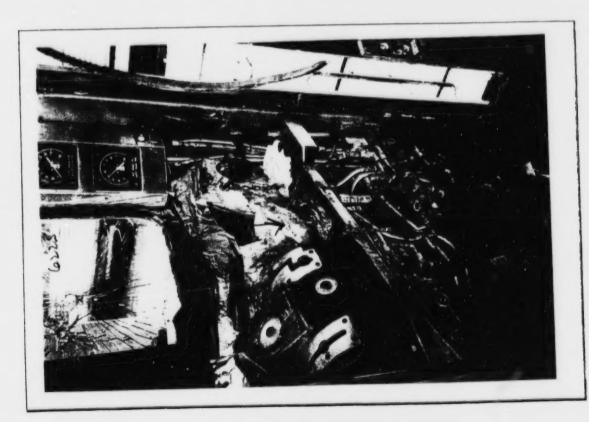




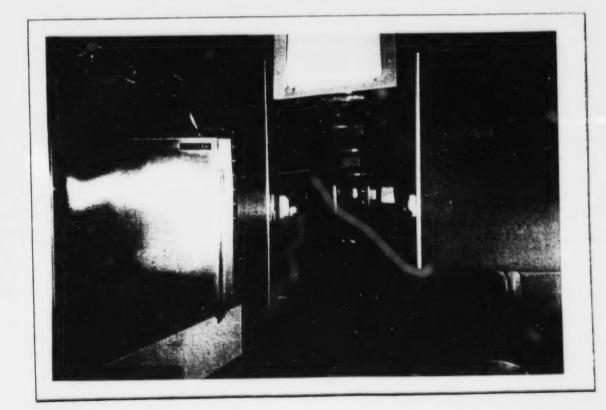


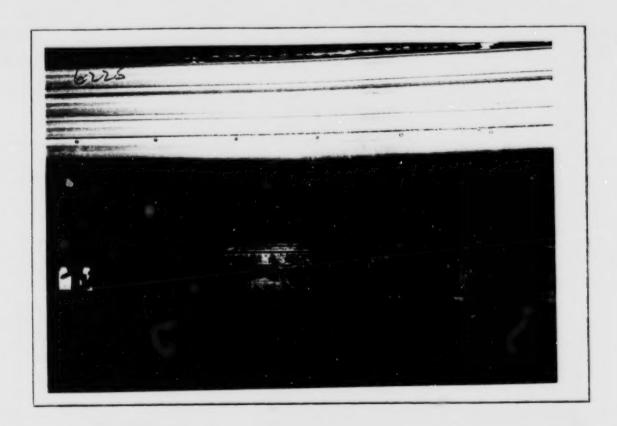




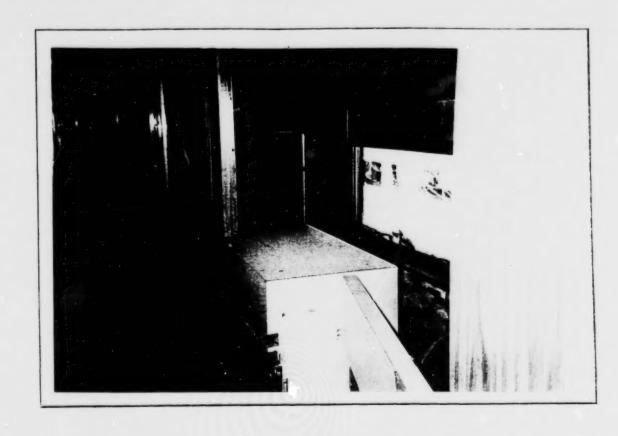


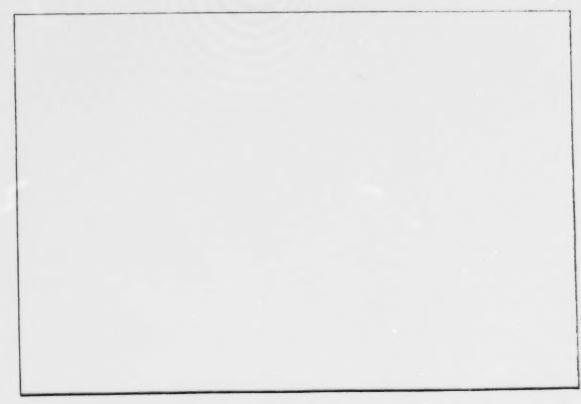












SCALE OF VALUES VIA Rail Blue & Yellow Passenger Cars

| Car# | Location | Туре | Rating* | Estimated Market Value | Estimated Cost of Added Value | Capital Cost |
|------|----------|--------------------|---------|------------------------------|-------------------------------------|--------------|
| 3235 | Montreal | 72 Seats/Snack Bar | 6 | \$40,000 | \$280,000 | \$320,000 |
| 5439 | Montreal | 76 Seats | 6 | \$30,000 | \$280,000 | \$310,000 |
| 5443 | Montreal | 76 Seats | 8 | \$40,000 | \$270,000 | \$310,000 |
| 5503 | Montreal | 76 Seats | 9 | \$45,000 | \$265,000 | \$310,000 |
| 5518 | Montreal | 76 Seats | 8 | \$40,000 | \$270,000 | \$310,000 |
| 5589 | Montreal | 76 Seats | 8 | \$40,000 | \$270,000 | \$310,000 |
| 5647 | Montreal | 76 Seats | 7 | \$35,000 | \$275,000 | \$310,000 |

^{*} Scale from 1 to 10 (10 = Complete and serviceable car with good structure)

GENERAL CHARACTERISTICS Snack Counter Coach – Item C-3

Builder Canadian Car & Foundry

Year Built 1954

Conversion 1972-1987

Superstructure Steel

Configuration 72 coach seats

Snack counter arrangement

1 vestibule

Interior Painted

Carpeting on walls Carpet on floor

Revolving and reclining seats

Food strays

Sashes Sealed

Air Conditioning Electro mechanical 7-ton capacity

Heating Steam

Moduzone system
Thermostatic control

No. 968-type vapor regulators

2 1/2" steam trainline

Electrical 110 volts DC

25 KW axle driven electrical generator 220V-3 phases wayside connectors

Food refrigeration facilities 2 burners hot plates

Plumbing Pressurized water system 250-gallon range water tank

Water flush toilets

Jacket heater for hot water Pantry kitchen sink arrangement

Brakes D-22 or KNORR KE3 brake valves

Truck mounted brake cylinders Clasp brakes arrangement

Composition shoes Hand brake at each end

Couplers E type

AAR standard Friction draft gears

Trucks 4 axle roller bearings

AP-type

Outside swing hangers Coil spring suspension

Exterior Painted VIA color scheme

Weight on Rails 60-ton range

GENERAL CHARACTERISTICS Coach E.M. – Item C-7

Builder Canadian Car & Foundry

Year Built 1954

Superstructure Steel

Configuration 76 coach seats

1 vestibule

Interior Painted and carpeting on walls

Carpets floor covering

Revolving and reclining seats

Sashes Sealed

Air Conditioning Electro mechanical

7-ton capacity

Heating Steam

Moduzone system
Thermostatic control

No. 968-type vapor regulators

2 1/2" steam trainline

Electrical 110 volts DC

25 KW axle driven electric generator 220V - 3 phase wayside connectors

Plumbing Pressurized water system

250-gallon range water tank

Water flush toilets

Brakes D22 or KNORR KE3 brake valves

Truck mounted brake cylinders Clasp brake arrangement Composition shoes

Hand brake at each end

Couplers E Type

AAR standard Friction draft gears

Trucks 4 axle roller bearings

AP-type

Outside swing hangers Coil spring suspension

Exterior Painted VIA color scheme

Weight on Rails 60-ton range

SCOPE OF WORK VIA Rail Blue & Yellow Passenger Cars

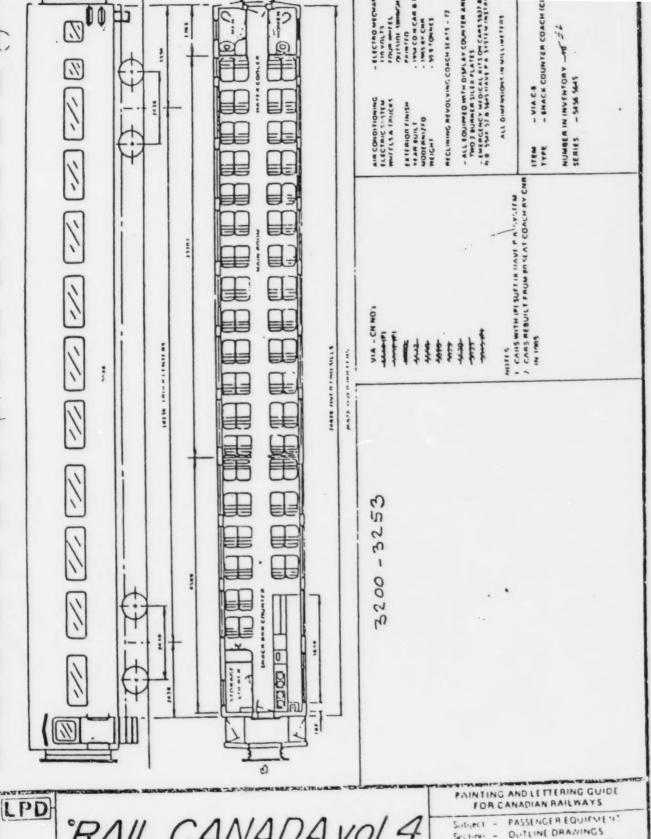
- Provision and installation of new metal sash contours
- Restoration of thermo sashes to original configuration with new rubber
- C.O.T.S. of air brakes
- Control repairs to trucks
- Restoration in kind of water system and sanitation (water flush dump type)
- Provision and installation of 480 volt trainline and electrical control panel
- Provision and installation of 480 volt H.V.A.C. unit
- Restoration in kind of seats upholstery, carpets and cosmetic elements
- Preparation / prime / paint and stencil
- Removal of steam and DC electrical components

ESTIMATED COST FOR RESTORATION/CONVERSION Typical VIA Rail Blue & Yellow Passenger Cars

| Anatomy | Labour Hours | Out Sourcing & Material Costs | | |
|---------------------|--------------|----------------------------------|--|--|
| Underframe | 80 | \$ 3,000 | | |
| Structure | 300 | 5,000 | | |
| Vestibules | 40 | 1,000 | | |
| Sashes | 80 | 10,000 | | |
| Air Brakes | 24 | 5,000 | | |
| Trucks | 300 | 10,000 | | |
| Water/Sanitation | 60 | 2,000 | | |
| Electrical - H.E.P. | 320 | 30,000 | | |
| H.V.A.C. | 120 | 50,000 | | |
| Interior/Amenities | 250 | 10,000 | | |
| Painting/Cosmetics | 300 | 3,000 | | |
| Stripping | 120 | *** | | |
| Trim & Tests | 80 | 1,000 | | |
| TOTAL | 2,074 | \$130,000 | | |

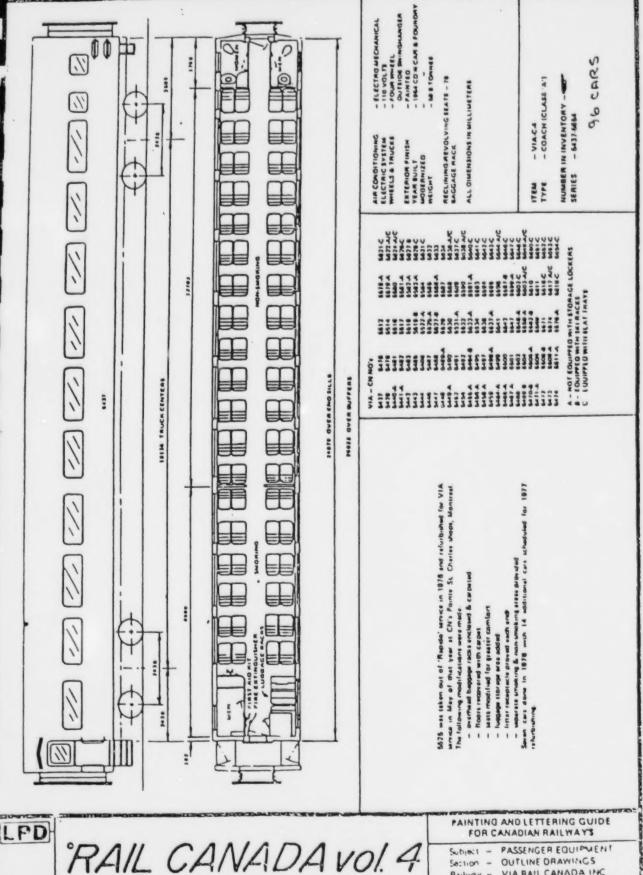
| 2,074 hours @ \$60 Materials & Out Sourcing | \$124,440 130,000 | |
|--|----------------------|-----|
| SubTotal Contingencies (10%) | 254,440 25,440 | |
| TOTAL | \$279,880 | CDN |

Say - **\$280,000 each**



RAIL CANADA vol. 4

VIA RAIL CAMADA IS. 10: 30 7 Date (1 0) 1



PASSENGER EQUIPMENT Subject

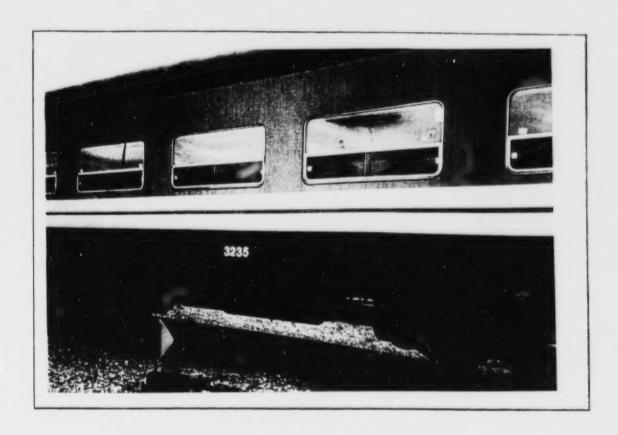
OUTLINE DRAWINGS Section VIA RAIL CANADA INC

| | | P | ASSENG | ER CA | AR/C | ONDIT | ION ASSESSMENT | | | | | |
|--|--------|--------------------------|----------------------|-------|------|--------|---|------|--|--|--|--|
| Car Number: VIA 3235 Type: SNACK COACH | | | | | | | Inspected by: R.BORDUAS | | | | | |
| Date: AUGUST | 10 | 1999 | | | | Locati | on:Montreal | | | | | |
| Year Built: 1954 | 1 | | | | | Mileag | e:UNKNOWN | | | | | |
| Last Major Shopping | g: U | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Req | uires light intervention 3-Unserviceable (51-400 hours) | | | | | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 6 7 8 9 | 10 | | | | |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO | ON Vandalised | Good | Pair | Poor | REMARKS | | | | | |
| Center Sill | X | | | X | | | | | | | | |
| Side Sills | X | | | | | X | CORRODED | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | Х | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | STANDARD "E" TYPE MECHANICAL GEARS | S. | | | | |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | | | |
| Side Sheating and Posts | X | | | | | X | CORROSION WINDOW EDGES/ RUST CAVIT | TIES | | | | |
| Roof | X | | | X | | | ALL STEEL. | | | | | |
| Vestibule Doors | | X | | | | X | CANIBALIZED/ MISSING HARDWARE/ CORRODED. | | | | | |
| Vestibule Steps | X | | | X | | | EXPANDED METAL. | | | | | |
| Trap Doors | X | | | | X | | CORRODED. | | | | | |
| Diaphragms & Canvas | X | | | | X | | TEAR AT TOP CANVAS. | | | | | |
| Platform | X | | | | | X | CORRODED/ MOULDINGS LOOSE. | | | | | |

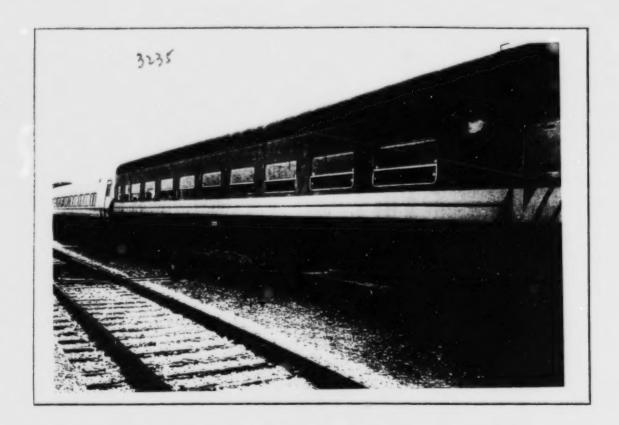
| | | SITUATION | | | TIDNC | | |
|-----------------------|--------|--------------|------------|-----------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4 WHEELS O.S.H. | X | | | | | X | NON STANDARD U.S. TRUCK/ HIGH MILEAGE WEAR 60% REQUIRES FITTING. AND ADJUSTMENT |
| | X | | | | X | | |
| Castings | _ | | | | - | | |
| | X | | | X | | - | |
| Springs | - V | | | V | - | - | |
| Wheels | X | | | X | | | |
| vvneeis | - | SITUATIO | ON | C | ONDIT | ION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| AIII DIIARES | X | | | - | | | TIEMPINO . |
| "D 22" SYSTEM. | ^ | | | | | | |
| D 22 01012111 | X | | | | X | | DUE C.O.T.S. |
| Control Valves | | | | | | | |
| | X | | | | | | TO CLEAN |
| Reservoirs | | | | | | | |
| | X | | | | | | DUE PERIODIC TEST. |
| Hand Brakes | | | | | | | |
| | | SITUATIO | | | DNDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| STEAM. | X | | | | | | |
| | X | | | | X | | NEEDS CLEANING AND TEST |
| Floor Heat Coils | | | | | | | |
| | X | | | | X | | NEEDS CLEANING AND TEST |
| Overhead Coils | | | | | | | |
| | | SITUATIO | NC | CONDITION | | | |
| AIR | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| CONDITIONING | - | | | | | - | ENLINE CONSERVA CONSERVA |
| FREON 12 SYSTEM | X | | | | | | ENVIRONMENT CONCERN CONSIDER CONVERSION / FRIGIDAIRE PACKAGE. |
| | X | | | X | | | TO BLOW |
| Condenser | | | | | | | |
| | X | | | X | | | TO WASH CLEAN |
| Evaporator | | | | | | | |
| | X | | | X | | | BENCH OVERHAUL |
| Compressor | | | | | | | |
| EL FOTDIO | Intent | SITUATIO | | | NDIT | | DEM A DIVE |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/120 VOLTS D.C. | | | | | | | |
| DC Congretor | X | | | | | | 25 KW. BRUSH TYPE. |
| DC Generator | | X | | | | | REMOVED |
| | | ^ | | | | | HEMOVED |
| Patteries | | | | | | | |
| Batteries | X | | | | X | | TO TEST AND SERVICE, |

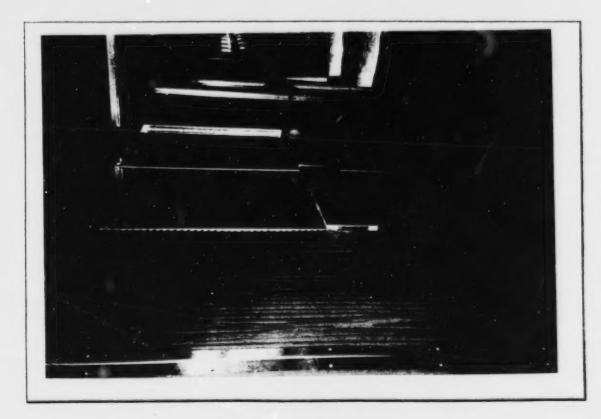
| ELECTRIC Con't | | CONDITION | | | REMARKS | | |
|--------------------------|--------|--------------|------------|------|---------|------|---|
| | Intact | Cannibalised | Vandalised | Good | Fair | Poor | |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO TEST AND SERVICE. |
| Exhaust Fans | X | | | | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | SECLUDED |
| Microwave | | | | | | | SECLUDED |
| Inverter / Alternator | X | | | X | | | TO TEST AND SERVICE. |
| Appliances | | | | | | | SECLUDED. |
| | | SITUATIO | N | CC | NDIT | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | T O FLUSH/ TEST/ AND STERILIZE. |
| Plumbing | | | | | | | SECLUDED |
| Toilets | | | | | | | SECLUDED |
| Basins | | | | | | | SECLUDED. |
| | | SITUATIO | ON | CC | NDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | CHIPPED/ FADED |
| Seats | X | | | X | | | 72 WAKEFIELD TO CHECK AND REPAIR AS REQUIRED. |
| 7 Upholstery | X | | | | X | | DUSTY TO CLEAN. |
| Carpets | X | | | | X | | DIRTY/ DUSTY TO CLEAN. |
| Interior Finish | X | | | | X | | NEEDS COSMETIC ATTENTION. |
| Sashes | X | | | | | X | BOTTOM SLIDING DECTION TO OVERHAUL |
| End Door and Locks | Х | | | X | | | |
| Washroom Doors and Locks | | | | | | | SECLUDED. |
| Window Blinds | X | | | X | | | PERMANENTL RETRACTED. |

| | T | SITUATIO | N | CC | NDIT | ON | REMARKS | | |
|----------------------------------|--------|--------------|------------|------|------|-------|--------------|--------------|--|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | nemani | | |
| nes / ansmission | | | | | | | | | |
| ne Pans | | | | - | | | | | |
| picer Shafts | - | | | - | | | | | |
| Compressor | - | | | - | | | | | |
| Tank Thank Thank Thank Thank | | | | | | | | | |
| ke Control | | | | _ | | | | | |
| ent Recorder | - | | | - | - | | | | |
| ells / Horns | | | | | | | | | |
| THERS | | | | | | | | T | |
| VHEEL DATA | L | 12 IN. | | | | 211/2 | L311/4 IN | L411/4 IN | |
| | | R1 | | | R2 - | | R3 | R4 - | |
| npected By: | | | | | | | | | |
| | (Sign | ature) | | | | | | (Date) | |









| | | F | ASSENG | ER C | AR / C | CONDIT | ION ASSI | ESSME | NT | | | |
|-------------------------|--------|--------------------------|----------------------|------|--------|--------------------------|------------------------|--------|----------|-----------|--------------------|-----|
| Car Number: VIA | 5439 | 9 ту | pe: CO | ACH | | Inspected by: R. BORDUAS | | | | | | |
| Date: AUGUST 10, 1999 | | | | | | | on: MO | NTRE | AL | | | |
| Year Built: 1954 | | Mileag | e: UNI | KNOV | VN | | | | | | | |
| Last Major Shoppin | g: Ul | NKNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Red | uires light (51-400 | | ntion | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMMI | ENTS: | | | | | | | | | | | |
| UNDERFRAME | Intact | SITUATIO Cannibelised | ON Vandalised | Good | Fair | Poor | | | RE | MARKS | | |
| Center Sill | X | | | X | | | | /I | | IA OVING | 200 | |
| Side Sills | X | | | | X | | | | WEAK AT | | PAUS. | |
| End Sills | X | | | | | X | CORRO | DED A | + B END | S. | | |
| Cross Bearers | Х | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | | | | | | |
| Couplers & Gears | X | | | X | | | STAND | ARD "E | TYPE / N | MECHANI | CAL GEA | RS. |
| Buffers / Stems | X | | | X | | | | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | ON Vandalised | Good | ONDI | TION | | | RE | MARKS | | |
| Side Sheating and Posts | X | | | | | X | | | AT WINDO | W EDGE | S / RUST ORRODE | |
| Roof | X | | | X | | | | | | | | |
| Vestibule Doors | | Х | | | | X | CORRC | DED / | MISSING | HARDWA | ARE. | |
| Vestibule Steps | X | | | X | | | | | | | | |
| Trap Doors | X | | | | X | | RUSTE | D. | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | | | X | CORRO | DED. | | | | |

I

| | | SITUATI | | | DNDIT | | |
|----------------------------------|--------|--------------------------|------------------|------|-------|------|-------------------------------|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels O.S.H. A.P. Bearings | X | | | | X | | MILEAGE WEAR 40%. |
| Castings | X | | | | X | | MILEAGE WEAR 40%. |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | NEAR SCRAP LIMIT / NO SPICER. |
| AIR BRAKES | Intact | SITUATION Cannibalised | ON Vandalised | Good | Fair | Poor | REMARKS |
| D-22 System | X | | | X | | | DUE C.O.T.S. |
| Control Valves | X | | | | X | | |
| Reservoirs | X | | | X | | | TO CLEAN. |
| Hand Brakes | X | | | X | | | DUE PERIODIC TEST. |
| | | SITUATIO | | | NDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Steam | X | | | | | X | REQUIRES COMPLETE OVERHAUL. |
| Floor Heat Coils | X | | | X | | | TO FLUSH AND TEST. |
| Overhead Coils | X | | | X | | | TO FLUSH AND TEST. |
| | | SITUATIO | NC | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | X | CONSIDER CONVERSION. |
| Condenser | | X | | | | | MOTOR MISSING. |
| Evaporator | Х | | | | | | TO CLEAN AND BLOW. |
| Compressor | X | | | | | | BENCH OVERHAUL. |
| ELECTRIC | Intact | SITUATIO Cannibalised | ON Vandalised | Good | NDIT | Poer | REMARKS |
| 110/220 Volts DC | X | | | | | | |
| DC Generator | X | | | X | | | 25 kw BRUSH TYPE. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | | | | | | | TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO TEST AND SERVICE. |

| | | SITUATIO | N | CONDITION | | | | |
|--------------------------|-----------|--------------|----------------|-----------|-------|---------|---|--|
| ELECTRIC Con't | intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| | X | | | X | | | TO TEST AND SERVICE. | |
| Exhaust Fans | | | | | | | | |
| | | | | | | | N/A | |
| Refrigeration | | | | | | | | |
| | | | | | | | N/A | |
| Microwave | | | | | | | 1 | |
| and and | | | | | | | N/A | |
| Inverter / Alternator | | | | | | | | |
| Alternator | | | | | | | N/A | |
| Appliances | | | | | | | 1972 | |
| пришноез | | SITUATIO | ON | CC | NDIT | ION | | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| SANITATION | Intact | Cannibalised | Vandansed | 9000 | Pan | Pour | | |
| | X | | | X | | | TO TEST, FLUSH, STERILIZE. | |
| Water Tank & | | | | | | | | |
| Casing | | | | | | | | |
| | | | | | | | SECLUDED. | |
| Plumbing | - | | | | | | OF CLUBER | |
| T-1-1- | | | | | | | SECLUDED. | |
| Toilets | - | | | - | | - | SECLUDED. | |
| Basins | | | | | | | SECLODED. | |
| sasins | SITUATION | | | CC | ONDIT | ION | | |
| COSMETICS / | | | Good Fair Poor | | T | REMARKS | | |
| AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | |
| | | | | | | X | FADED, PRESENCE OF RUSTY AREAS. | |
| Exterior Paint | | | | | | | | |
| | X | | | X | | | 76 WAKEFIELD. | |
| Seats | | | | | | | | |
| | X | | | | X | | MISMATCHED / DUSTY TO CLEAN. | |
| Upholstery | W | | | | · · | | DIRTY DUCTY TO CLEAN | |
| 0 | X | | | | X | | DIRTY, DUSTY TO CLEAN. | |
| Carpets | X | | | X | - | - | NEEDS COSMETIC ATTENTION. | |
| Interior Finish | ^ | | | ^ | | | NEEDS COSMETIC ATTENTION. | |
| interior Fiffish | 1 | | X | | 1 | X | 3 BROKEN, PLASTIC BOTTOM SECTIONS SEIZE | |
| Sashes | | | ^ | | | | o strong i strong source of the strong of the | |
| 0431103 | | X | | X | | | DOOR CLOSERS MISSING. | |
| End Door and | | | | 1" | | | | |
| Locks | | | | | | | | |
| | | X | | | | | MISSING. | |
| Washroom Doors | | | | | | | | |
| and Locks | | | | | | | | |
| | X | | | X | | | PERMANENTLY RETRACTED. | |
| Window Blinds | | | | | | | | |

| OTHERS | | | | | | | | | |
|------------|------------|-------------|---------------|----------------|--|--|--|--|--|
| WHEEL DATA | L1 - 1¼IN. | L2 - 1½ IN. | L3 - 11/8 IN. | L4 - 1 1/4 IN. | | | | | |
| | R1 - | R2 | R3 | R4 | | | | | |

| Inpected By: | |
|--------------|--------|
| | |
| (Signature) | (Date) |





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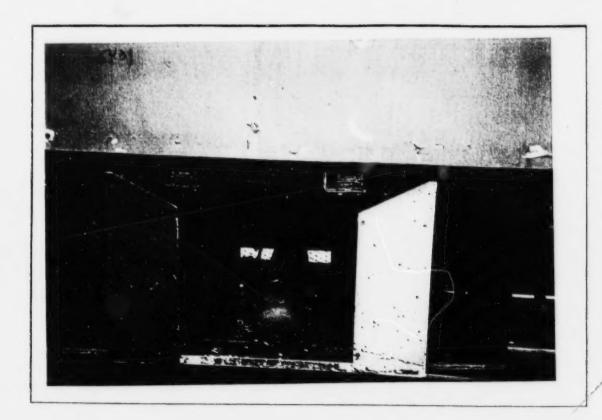
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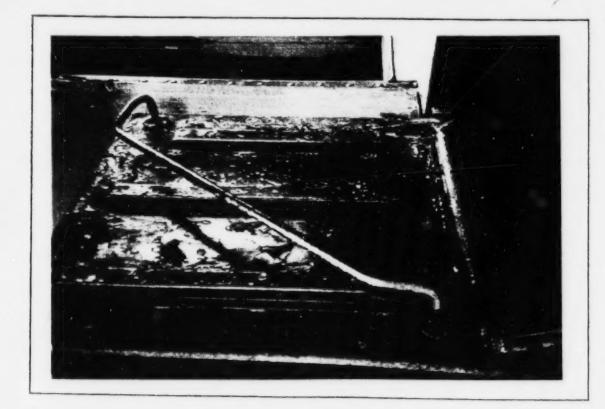
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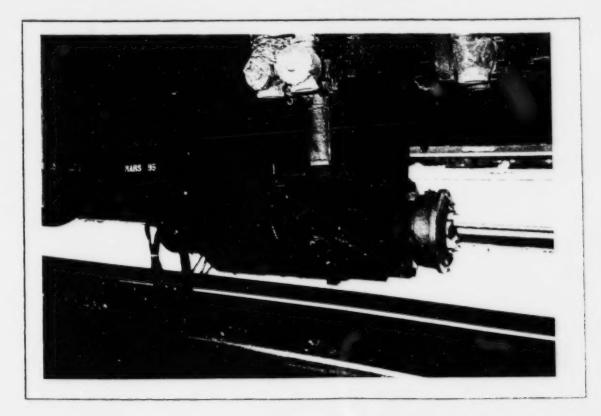
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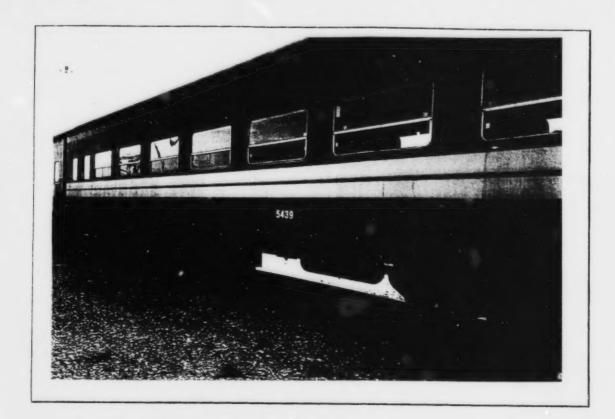
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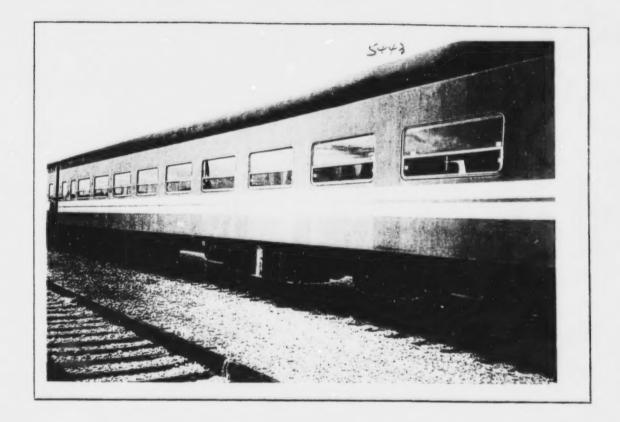
| Car Number: VIA | 5443 | 3 Ту | pe: CO | ACH | | Inspec | ted by: | R. BO | RDUA | S | | |
|-----------------------|--------|--------------|----------------------|------|---------------|--------------------|---------|------------------------|--------|-----------|----------|-----|
| Date: AUGUST 10, 1999 | | | | | | Location: MONTREAL | | | | | | |
| Year Built: 1954 | | | | | | Mileag | e: UN | KNOV | VN | | | |
| Last Major Shopping | : UN | KNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Req | | ht interve 0 hours) | ntion | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | NTS: | | | | | | | | | | | |
| | | SITUATIO | | | NDIT | | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | - | RE | MARKS | | |
| Center Sill | ^ | | | ^ | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | CTAN | DARD "E | TVDE / | AECHANI | CAL GEAR | 26 |
| Couplers & Gears | × | | | X | | | SIAN | DAND E | TTPE/I | VIECHAINI | CAL GEAR | 10. |
| Buffers / Stems | ^ | | | ^ | | | | | | | | |
| STRUCTURE | intact | SITUATIO | N Vandalised | Good | ONDIT Fair | Poor | - | | DE | MARKS | | |
| Side Sheating and | X | Odinisansou | Tandara d | X | | | | | nE | MARKS | | |
| Posts | X | | | X | | | | | | | | |
| Vestibule Doors | Х | | | | X | | | CORRO | | | | |
| Vestibule Steps | X | | | X | | | EXPA | NDED MI | ETAL. | | | |
| Trap Doors | X | | | X | | | | | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | | | X | CORF | RODED. | | | | |

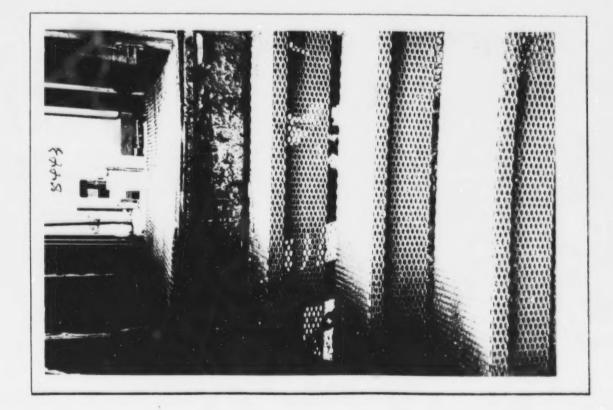
| ** | T | SITUATI | ON | C | DNDIT | TION | |
|---------------------|--------|--------------------------|------------------|------|-------|------|---|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels O.S.H. | X | | | | | X | MILEAGE WEAR 60%, MISMATCHED AMERICAN BUILT TRUCKS NOT CONNECTED. |
| Castings | Х | | | | X | X | MILEAGE WEAR 60%. |
| Springs | Х | | | | | | WRONG SIZE. |
| Wheels | X | | | | | | SCRAP LIMIT. |
| AIR BRAKES | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Pair | Poor | REMARKS |
| D-22 System | Х | | | X | | | |
| Control Valves | Х | | | | X | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO BLOW CLEAN. |
| Hand Brakes | Х | | | X | | | DUE PERIODIC TESTS. |
| rialid Diakes | - | SITUATIO | ON | CC | DNDIT | ION | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Steam | X | | | | | Х | REQUIRES COMPLETE OVERHAUL. |
| Floor Heat Coils | X | | | | | | TO FLUSH AND TEST. |
| Overhead Coils | X | | | | | | TO FLUSH AND TEST. |
| | | SITUATIO | N | CC | DNDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | | | | CONSIDER CONVERSION. |
| Condenser | X | | | | | | TO CLEAN TEST AND SERVICE. |
| Evaporator | Х | | | | | | TO CLEAN TEST AND SERVICE. |
| Compressor | X | | | | | | BENCH OVERHAUL. |
| ELECTRIC | Intact | SITUATIO Cannibalised | ON Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | | |
| DC Generator | X | | | | X | | BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO TEST AND SERVICE. |

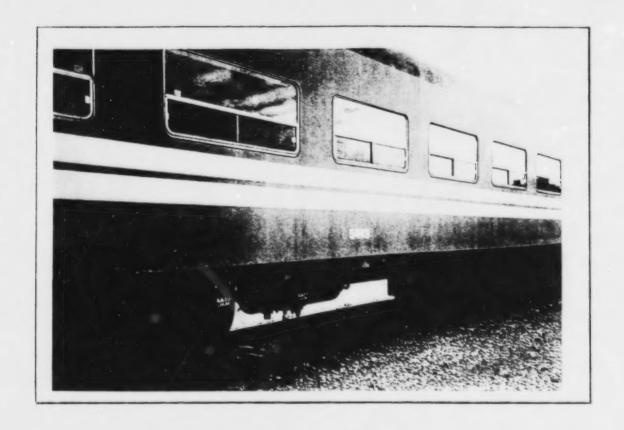
| | | SITUATIO | ON | CC | DNDIT | TION | |
|--------------------------|-----------|--------------|------------|------|-------|------|--------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | |
| Microwave | | | | | | | |
| Inverter / Alternator | | | | | | | |
| Appliances | | | | | | | |
| | | SITUATIO | ON | CC | TIDNO | ION | |
| WATER SANITATION | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | | | | |
| Plumbing | X | | | | | | SECLUDED / SEALED. |
| Toilets | X | | | | | | SECLUDED / SEALED. |
| Basins | | | | | | | SECLUDED / SEALED. |
| | SITUATION | | | CC | DNDIT | TION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | X | | FADED. |
| Seats | Х | | | X | | | 76 WAKEFIELD. |
| Upholstery | X | | | | X | | TO CLEAN. |
| Carpets | Х | | | | X | | TO CLEAN. |
| Interior Finish | X | | | X | | | NEEDS COSMETIC ATTENTION. |
| Sashes | Х | | | | | X | PLASTIC BOTTOM SECTIONS SEIZED |
| End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | X | | | X | | | |
| Window Blinds | X | | | X | | | |

| OTHERS | | | | |
|------------|-------------|-------------|---------------|---------------|
| WHEEL DATA | L1 - 1½ IN. | L2 - 1½ IN. | L3 - 11/8 IN. | L4 - 11/8 IN. |
| | R1 | R2 | R3 | R4 |

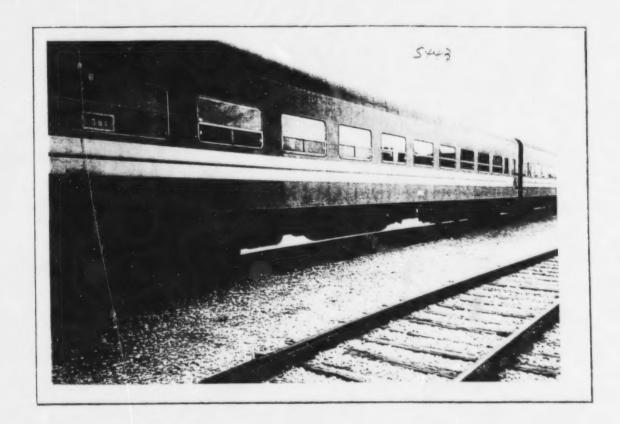
| (Signature) | (Date) |
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| | |
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| inposite by: | |

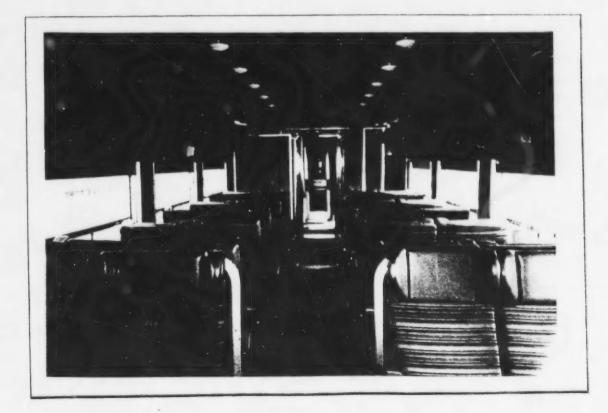












| | | | PASSENC | BER C | AR/ | CONDI | TION AS | SESSME | NT | | | |
|-------------------------|--------|--------------|---------------------|-------|------|--------------------|----------|------------------------|---------|-----------|----------|--------|
| Car Number: VIA | 550 | 3 т | уре: СО | ACH | 1 | Inspec | cted by: | R. BO | RDUA | S | | |
| Date: AUGUST 10, 1999 | | | | | | Location: MONTREAL | | | | | | |
| Year Built: 1954 | | | | | | Mileag | ge: UN | KNO | WN | | | |
| Last Major Shoppin | g: Ul | NKNOW | /N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Servicea (0-50 h | | is | 2- Red | | ht interve 0 hours) | ntion | 3-Unservi | ceable | |
| APPRAILSAL: | | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMMI | ENTS | | | | | | | | | | | |
| JEHENAL COMMI | 1113. | SITUATIO | ON | CC | NDI | TION | I | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | 1 | | RE | MARKS | | |
| Center Sill | Х | | | X | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | |
| End Sills | X | | | X | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | |
| Needle Beams | X | | | X | | | OTANI | DARD #F | TVDE M | CUANIO | AL OFAR | |
| Couplers & Gears | X | | | X | | | STANI | DAHD "E" | TYPE ME | ECHANIC | AL GEARS |). |
| Buffers / Stems | X | | | X | | | | | | | | |
| | | SITUATIO | | | NDIT | | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Feir | Poor | | | REI | MARKS | | |
| Side Sheating and Posts | X | | | X | | | | | | | | |
| Roof | Х | | | Х | | | ALL S | TEEL. | | | | |
| Vestibule Doors | X | | | X | | | | | | | | |
| Vestibule Steps | X | | | Х | | | | | | | | |
| Trap Doors | X | | | X | | | | | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | | | X | CORR | ODED. | | | | |

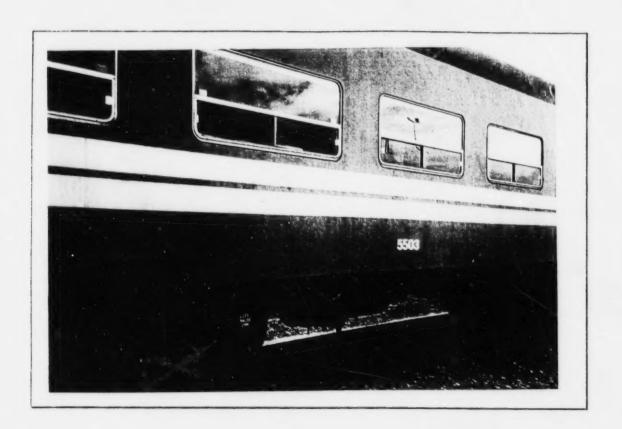
| | | SITUATIO | | | DNDIT | | |
|---------------------|--------|--------------|------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels O.S.H. | X | | | | | | LOW MILEAGE WEAR 20%. |
| Castings | X | | | X | | | |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | |
| | | SITUATIO | | | DNDIT | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22 System | X | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC TESTS. |
| | | SITUATIO | | | DNDIT | | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Steam | X | | | | | X | |
| Floor Heat Coils | X | | | X | | | TO FLUSH AND TEST. |
| Overhead Coils | Х | | | Х | | | TO FLUSH AND TEST. |
| | | SITUATIO | ON | CC | ONDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE. CONSIDER CONVERSION |
| Condenser | X | | | X | | | TO BLOW CLEAN AND TEST. |
| Evaporator | X | | | X | | | TO WASH CLEAN AND TEST. |
| Compressor | X | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | | | ONDIT | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | | |
| DC Generator | X | | | | X | | 25 kw BRUSHLESS TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | | | | TO TEST AND SERVICE. |
| Lighting | X | | | | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | | | | TO TEST AND SERVICE. |

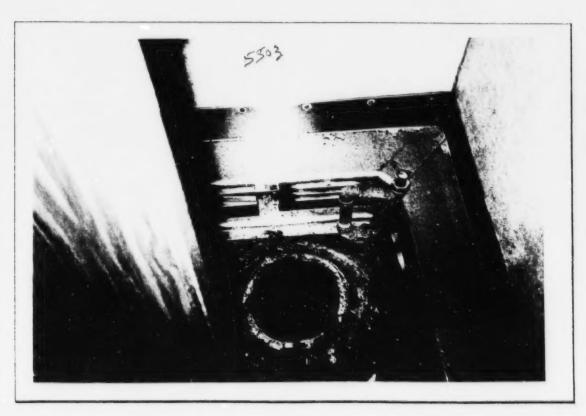
| | | SITUATION | ON | C | ONDIT | TION | | |
|-----------------------------|--------|--------------|------------|------|-------|------|------------------------------|--|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | |
| | X | | | X | | | TO TEST AND SERVICE. | |
| Exhaust Fans | | | | | | | | |
| | | | | | | | N/A | |
| Refrigeration | | | | | | | | |
| | | | | | | | N/A | |
| Microwave | - | | | - | - | - | 01/4 | |
| Inverter / | | | | | | | N/A | |
| Alternator | | | | | | | | |
| Alternator | + | | | | | | N/A | |
| Appliances | | | | | | | TWO . | |
| гррианосс | | SITUATIO | ON | CC | DNDIT | TION | | |
| WATER | | Cannibalised | | | Fair | Poor | REMARKS | |
| SANITATION | intact | Gannibalised | Vandalised | Good | Par | Poor | | |
| | X | | | X | | | TO FLUSH TEST AND STERILIZE. | |
| Water Tank & | | | | | | | | |
| Casing | | | | | | | | |
| | | | | | | | SECLUDED. | |
| Plumbing | - | | | | - | - | OFOULDED. | |
| Tailata | | | | | | | SECLUDED. | |
| Toilets | | | | | | - | SECLUDED. | |
| Basins | | | | | | | SECLUDED. | |
| Dasilis | | SITUATIO | CC | NDIT | ION | | | |
| COSMETICS / | | | | | | T | REMARKS | |
| AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | |
| | | | | | X | | FADED. | |
| Exterior Paint | | | | | | | | |
| | X | | | X | | | 76 WAKEFIELD. | |
| Seats | | | | | | | | |
| | X | | | | X | | DUSTY TO CLEAN. | |
| Upholstery | 1 | | | | | | | |
| 0 | X | | | | X | | DUSTY TO CLEAN. | |
| Carpets | X | | | | X | | NEEDS COSMETIC ATTENTION. | |
| Interior Finish | X | | | | X | | NEEDS COSMETIC ATTENTION. | |
| interior Finish | X | | | | | X | BOTTOM SLIDING TO OVERHAUL | |
| Sashes | ^ | | | | | ^ | BOTTOW SLIDING TO OVERHAUL | |
| 0431103 | X | | | X | | | | |
| End Door and | ^ | | | ^ | | | | |
| Locks | | | | | | | | |
| | X | | | | | | SECLUDED. | |
| Washroom Doors | | | | | | | | |
| Washroom Doors and Locks | | | | | | | | |
| | X | | | X | | | | |
| Window Blinds | | | | | | | | |

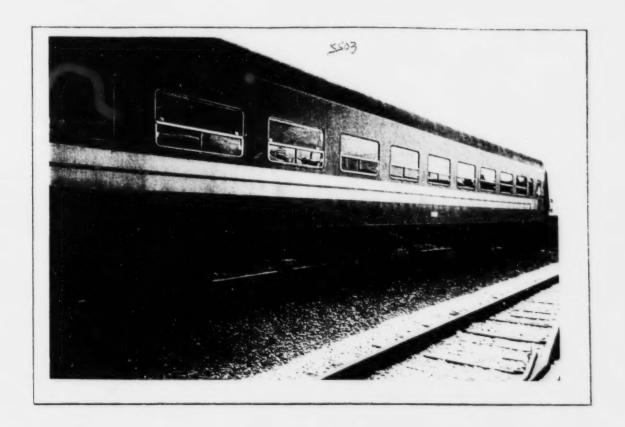
| | | SITUATIO | NC | CC | ONDIT | ION | |
|---------------------------|--------|--------------|------------|------|-------|------|---------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | | | | | | | |
| Engine Pans | | | | | | | |
| Spicer Shafts | | | | | | | |
| Air Compressor | | | | | | | |
| Fuel Tank | | | | | | | |
| Exhaust System | | | | | | | |
| Brake Control Valves | | | | | | | |
| Event Recorder | | | | | | | |
| Bells / Horns | | | | | | | |

| OTHERS | | | | |
|------------|--|---------------|---------------|------------|
| WHEEL DATA | L1 - 1 ⁵ / ₈ IN. | L2 - 15/8 IN. | L3 - 11/8 IN. | L4 - 1 IN. |
| | R1 - 15/ ₀ IN | R2 - | R3 - | R4 - |

| Inpected By: | |
|--------------|--------|
| | |
| (Signature) | (Date) |











| | | P | ASSENG | ER CA | R/C | ONDIT | ION AS | SESSME | NT | | | | |
|-------------------------|--------|--------------|----------------------|-------|------|--------------------------|--------|------------------------|--------|-----------|----------|----|--|
| Car Number: VIA | 5518 | 3 ту | pe: CO | ACH | | Inspected by: R. BORDUAS | | | | | | | |
| Date: AUGUST | 10, | 1999 | | | | Location: MONTREAL | | | | | | | |
| Year Built: 1954 | | | | | | Mileag | e: UN | IKNOV | VN | | | | |
| Last Major Shopping | : UN | KNOW | N | | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceat (0-50 h | | S | 2- Req | | ht interve 0 hours) | ntion | 3-Unservi | ceable | | |
| APPRAILSAL: | | 1 | 2 | 3 | - | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| CENEDAL COMME | NITC. | | | | | | | | | | | | |
| GENERAL COMME | 1412: | SITUATIO | N | CO | NDIT | ION | | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | RE | MARKS | | | |
| Center Sill | X | | | X | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | |
| Needle Beams | × | | | × | | | STAN | DARD "F | TYPE M | ECHANIC | AL GEARS | S. | |
| Couplers & Gears | X | | | X | | | OTAIL | DAILD E | | | | | |
| Buffers / Stems | | | | | | | | | | | | | |
| STRUCTURE | Intact | Cannibalised | ON Vandalised | Good | Fair | Poor | | | RE | MARKS | | | |
| Side Sheating and Posts | X | | | X | | | | | | | | | |
| Roof | X | | | X | | | | | | | | | |
| Vestibule Doors | X | | | X | | | | | | | | | |
| Vestibule Steps | X | | | X | | | | | | | | | |
| Trap Doors | X | | | X | | 14 | | | | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | | |
| Platform | X | | | | | X | COR | RODED. | | | | | |

| | Intact | SITUATI | ON Vandalised | Good | ONDIT | Poor | REMARKS |
|---------------------|--------|--------------|---------------|------|-----------|------|--|
| TRUCKS | _ | Cannibalised | Vangalised | 3000 | Fair | Poor | USA TRUCK NOT STANDARD TO CAR. TO |
| 4-Wheels O.S.H. | Х | | | | | | MODIFY AND ADJUST. |
| Castings | X | | | X | | | |
| Springs | X | | | X | | | WRONG SIZE. |
| Wheels | X | | | X | | | |
| | | SITUATIO | | | DINDIT | | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22 System | X | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO FLUSH AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC TESTS. |
| riano branco | | SITUATIO | N | CC | DNDIT | ION | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Steam | X | | | | | X | |
| Floor Heat Coils | X | | | X | | | NEEDS CLEANING AND TEST. |
| Overhead Coils | X | | | X | | | NEEDS CLEANING AND TEST. |
| | | SITUATIO | N | CC | CONDITION | | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE. CONSIDER CONVERSION |
| Condenser | X | | | X | | | TO BLOW CLEAN AND TEST. |
| Evaporator | X | | | X | | | TO WASH CLEAN AND TEST. |
| Compressor | X | | | Х | | | TO BENCH OVERHAUL. |
| | | SITUATIO | ON | CC | NDIT | ION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | V | | | | V | | TO BENCH OVERHALII |
| DC Generator | X | N. | | | X | | TO BENCH OVERHAUL. |
| Batteries | | Х | | | | | REMOVED. |
| Control Panel | X | | | X | | | TO TEST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | Х | | | Х | | | TO TEST AND SERVICE. |

| | | SITUATIO | N | CC | NDIT | ION | |
|-----------------------------|--------|--------------|------------|-------|-------|------|---|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | Х | | | TO TEST AND SERVICE. |
| Exhaust rans | + | | | | | | N/A |
| Refrigeration | | | | | | | |
| | | | | | | | N/A |
| Microwave | | | | | | | AVA |
| Inverter / Alternator | | | | | | | N/A |
| | | | | | | | N/A |
| Appliances | - | OFFICATIO | 201 | 00 | MIDIT | ION | |
| WATER | - | SITUATIO | | | NDIT | T | REMARKS |
| SANITATION | intact | Cannibalised | Vandalised | Good | Fair | Poor | , in the state of |
| Water Tank & Casing | × | | | X | | | TO FLUSH TEST AND STERILIZE. |
| Plumbing | | | | | | | SECLUDED. |
| riditioning | | | | | | | SECLUDED. |
| Toilets | | | | | | | |
| Pasine | | | | | | | SECLUDED. |
| Basins | - | SITUATIO | CC | ONDIT | ION | | |
| COSMETICS / | Intact | Cannibalised | Vandalised | Good | | | REMARKS |
| AMENITIES | marci | Odrinibans60 | Variounsed | 3000 | | 100 | |
| Exterior Paint | | | | | X | | FADED. |
| Exterior Paint | X | | | X | | | 76 WAKEFIELD. |
| Seats | | | | - | | | |
| | X | | | | X | | DUSTY TO CLEAN. |
| Upholstery | X | | | - | X | | TO CLEAN. |
| Carpets | ^ | | | | ^ | | TO CLEAN. |
| | | | | | X | | NEEDS COSMETIC ATTENTION. |
| Interior Finish | | | | | | | |
| Cashan | X | | | | | X | BOTTOM SLIDING SEIZED. |
| Sashes | X | | | X | | | |
| End Door and Locks | ^ | | | ^ | | | |
| Washroom Doors and Locks | | | | | | | SECLUDED. |
| | X | | | X | | | |
| Window Blinds | | | | | | | |

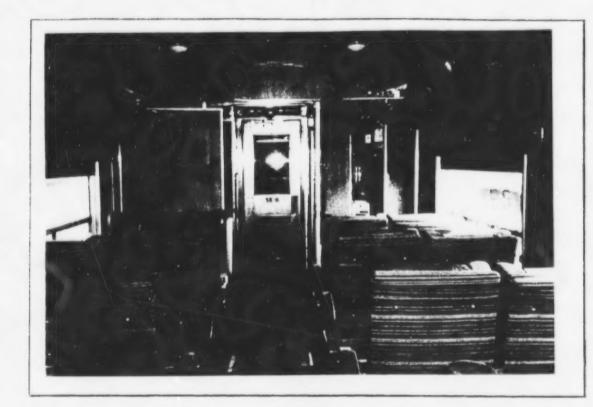
| | | SITUATIO | NC | CC | NDIT | ION | |
|---------------------------|--------|--------------|------------|------|------|------|---------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | | | | | | | * |
| Engine Pans | | | | | | | |
| Spicer Shafts | | | | | | | |
| Air Compressor | | | | | | | |
| Fuel Tank | | | | | | | |
| Exhaust System | | | | | | | |
| Brake Control Valves | | | | | | | |
| Event Recorder | | | | | | | |
| Bells / Horns | | | | | | | |

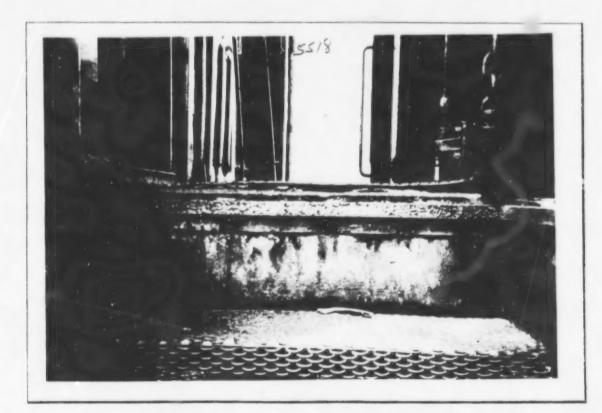
| OTHERS | | | | | | | | |
|------------|-----------------------|------------|-------------|---------------|--|--|--|--|
| WHEEL DATA | $L1 - 1^{1}/_{8} IN.$ | L2 – 1 IN. | L3 - 1¼ IN. | L4 - 11/4 IN. | | | | |
| | R1 - | R2 | R3 | R4 - | | | | |

| Inpected By: | |
|--------------|--------|
| | |
| (Signature) | (Date) |









| Car Number: VIA | 5589 | 9 T | ype: CO | ACH | 1 | Inspec | Inspected by: R. BORDUAS | | | | | | | |
|-------------------------|--------|--------------------------|----------------------|------|-------|--------------------|--------------------------|------------------------|----------|-----------|--------|----|--|--|
| Date: AUGUST | 10, | 1999 | | | | Location: MONTREAL | | | | | | | | |
| Year Built: 1954 | | | | | | Mileag | e: UN | IKNO | WN | | | | | |
| Last Major Shopping | : Ul | KNOW | 'N | | | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Req | | ht interve 0 hours) | | 3-Unservi | ceable | | | |
| APPRAILSAL: | | 11 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | |
| GENERAL COMME | NTS: | | | | | | | | | | | | | |
| | | SITUATIO | | CC | DNDIT | ION | | | | | | | | |
| UNDERFRAME | Intact | Cannibalised | Vandalised | Good | Fair | Poor | | | RE | MARKS | | | | |
| Center Sill | X | | | X | | | | | | | | | | |
| Side Sills | X | | | X | | | | | | | | | | |
| End Sills | X | | | X | | | | | | | | | | |
| Cross Bearers | X | | | X | | | | | | | | | | |
| Needle Beams | X | | | X | | | ALESS ST | | | 05450 | | | | |
| Couplers & Gears | X | | | X | | | "E" TY | PE MEC | HANICAL | GEARS. | | | | |
| Buffers / Stems | Х | OFFICE | | X | | TION. | | | 0.00 | | | | | |
| STRUCTURE | Intact | SITUATIO Cannibalised | Vandalised | Good | Fair | Poor | REMARKS | | | | | | | |
| Side Sheating and Posts | X | | | X | | | | | | | | | | |
| Roof | X | | | X | | | ALL S | TEEL. | | | | | | |
| Vestibule Doors | X | | | | X | | | CORRO | | | | | | |
| Vestibule Steps | X | | | X | | | EXPA | NDED M | ETAL. | | | | | |
| Trap Doors | X | | | X | | | | | | *** | | | | |
| Diaphragms & Canvas | X | | | | X | | | | N A-END. | | | | | |
| Platform | X | | | | | X | CORP | ODED. | | | | | | |

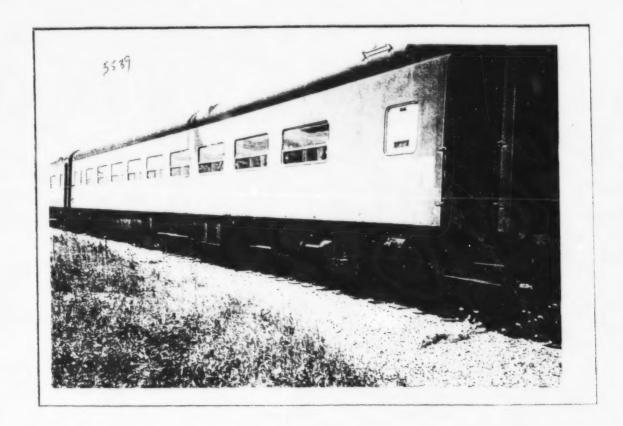
| | T | SITUATI | ON | C | ONDIT | | |
|---------------------|--------|--------------|------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels O.S.H. | X | | | X | | | LOW MILEAGE WEAR 25%. |
| Castings | X | | | X | | | |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | |
| VVIIdeis | + | SITUATI | ON | C | DNDIT | TION | |
| AIR BRAKES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| D-22 System | X | | | X | | | |
| Control Valves | X | | | X | | | DUE C.O.T.S. |
| Reservoirs | | | | X | | | TO FLUSH AND TEST. |
| Hand Brakes | | | | X | | | DUE PERIODIC TESTS. |
| riario branco | | SITUATIO | ON | CC | DNDIT | TION | |
| HEATING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Steam | X | | | | | X | TO OVERHAUL. |
| Floor Heat Coils | | | | X | | | TO FLUSH AND TEST. |
| Overhead Coils | | | | X | | | TO FLUSH AND TEST. |
| | | SITUATIO | ON | CC | DNDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | Х | | | X | | | ENVIRONMENT ISSUE. CONSIDER CONVERSION |
| Condenser | | | | X | | | TO CLEAN (BLOW) AND TEST. |
| Evaporator | | | | X | | | TO WASH AND TEST. |
| Compressor | | | | X | | | TO BENCH OVERHAUL. |
| OUTIDIO GOOT | | SITUATIO | ON | CC | DNDIT | ION | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | | | | |
| DC Generator | X | | | | X | | 25 kw BRUSH TYPE TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | TO REST AND SERVICE. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO TEST AND SERVICE. |

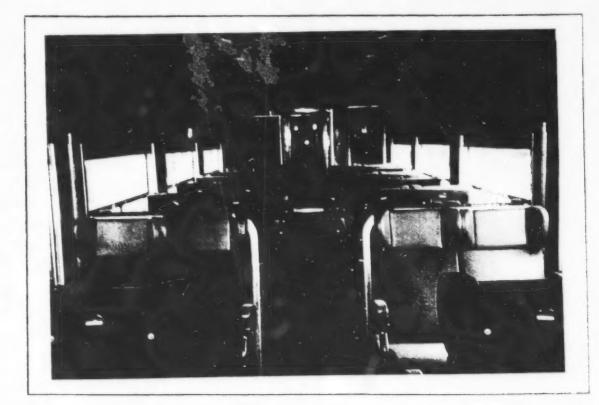
| | | SITUATIO | N | CO | NDIT | ION | |
|---------------------------------------|-----------|--------------|------------|------|-------|------|---------------------------|
| ELECTRIC Con't | Intact | Cannibelised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A |
| Microwave | | | | | | | N/A |
| Inverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A |
| T T T T T T T T T T T T T T T T T T T | | SITUATIO | ON | CC | NDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH CLEAN. |
| Plumbing | | | | | | | SECLUDED. |
| Toilets | | | | | | | SECLUDED. |
| · Onoto | | | | | | | SECLUDED. |
| Basins | | | | | | | |
| | SITUATION | | | CC | DNDIT | ION | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | | X | CHIPPED, FADED. |
| Seats | X | | | X | | | 76 WAKEFIELD. |
| Upholstery | X | | | | X | | TO CLEAN. |
| Carpets | X | | | | X | | TO CLEAN. |
| Interior Finish | | | | | X | | NEEDS COSMETIC ATTENTION. |
| | X | | | | | X | BOTTOM SLIDING SEIZED |
| Sashes | X | | | X | - | - | |
| End Door and Locks | X | | | ^ | | | |
| Washroom Doors and Locks | | | | | | | SECLUDED. |
| Window Blinds | X | | | X | | | |

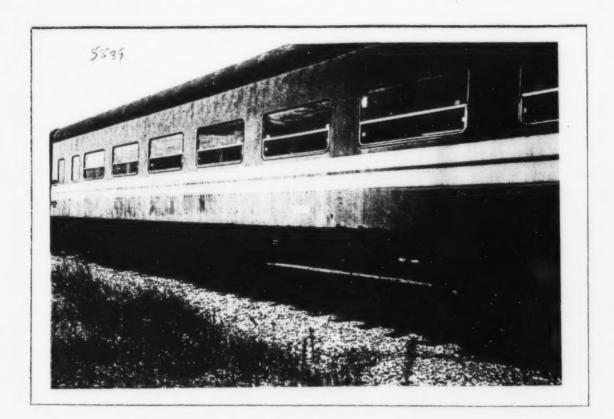
| | | SITUATIO | ON | CC | NDIT | ION | |
|---------------------------|--------|--------------|------------|------|------|------|---------------------------------------|
| POWER PACKAGE | Intact | Cennibelised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | | | | | | | · · · · · · · · · · · · · · · · · · · |
| Engine Pans | | | | | | | |
| Spicer Shafts | | | | | | | |
| Air Compressor | | | | | | | |
| Fuel Tank | | | | | | | |
| Exhaust System | | | | | | | |
| Brake Control Valves | | | | | | | |
| Event Recorder | | | | | | | |
| Bells / Horns | | | | | | | |

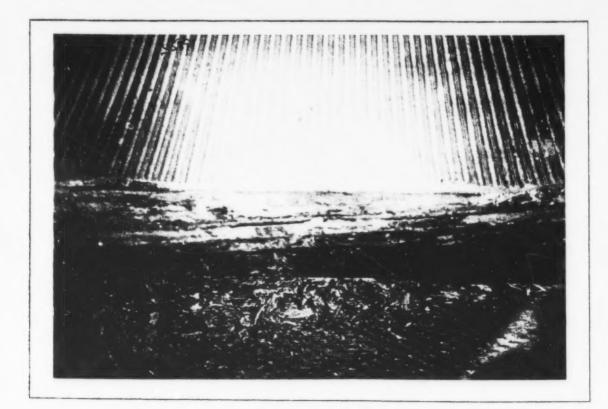
| | R1 | R2 | R3 | R4 |
|-------------------------|--|---------------|--|---------------|
| WHEEL DATA | L1 - 1 ³ / ₈ IN. | L2 - 13/8 IN. | L3 - 1 ³ / ₈ IN. | L4 - 13/8 IN. |
| OTHERS | | | | |
| Bells / Horns | | | | |
| Event Recorder | | | | |
| French December | | | | |
| Brake Control Valves | | | | |
| Exhaust System | | | | |

| Inpected By: | |
|--------------|--------|
| (Signature) | (Date) |

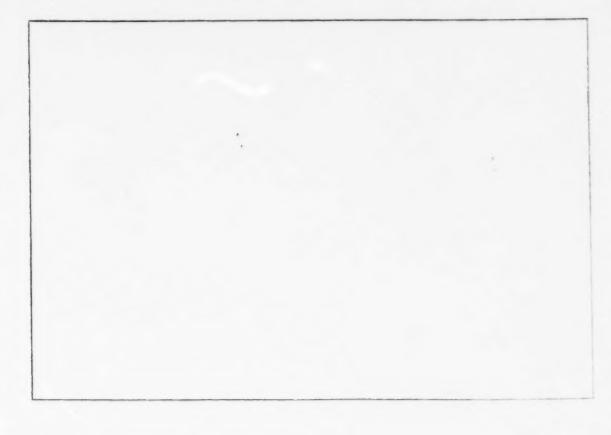












| | | F | ASSENG | ER C | AR/ | CONDIT | ION AS | SESSME | NT | | | |
|-------------------------|--------|--------------------------|----------------------|------|------|--------|----------------------|-------------------------|---------|------------|--------|----|
| Car Number: VIA | 564 | 7 Ty | pe: CO | ACH | 1 | Inspec | ted by: | R. BO | RDUA | S | | |
| Date: AUGUST 10, 1999 | | | | | | | on: M | ONTRE | AL | | | |
| Year Built: 1954 | | | | | | | e: Ul | NKNOV | VN | | | |
| ast Major Shoppin | g: Ul | NKNOW | N | | | | | | | | | |
| CLASSIFICATION: | | 1- | Serviceal (0-50 h | | is | 2- Red | quires lig (51-40 | ht interve 00 hours) | ntion | 3-Unservio | ceable | |
| APPRAILSAL: | | 11 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GENERAL COMME | ENTS: | | | | | | | | | | | |
| | Intact | SITUATIO Cannibalised | ON Vandalised | Good | DNDI | Poor | - | | PE | MARKS | | |
| Center Sill | X | Celtification | 78.00 | X | | | | | 712 | martico | | |
| Side Sills | X | | | | X | | SOME | CORRO | SION. | | | |
| End Sills | X | | | X | | - | | | | | | |
| Cross Bearers | X | | | × | | - | | | | 1.4.4 | | |
| Needle Beams | X | | | X | - | - | "E" T) | PE MEC | HANICAL | GEARS. | | |
| Couplers & Gears | X | | | X | | - | - | | | | | |
| Buffers / Stems | - | | | | | | | | | | | |
| STRUCTURE | Intact | Cannibalised | Vandalised | Good | Pair | Poor | - | | RE | MARKS | | |
| Side Sheating and Posts | X | | | | X | | CORF | ROSION | T WINDO | W EDGE | S. | |
| Roof | Х | | | X | | | | STEEL. | | | | |
| Vestibule Doors | Х | | | | X | | | CORRO | | | | |
| Vestibule Steps | X | | | X | | | EXPA | NDED MI | ETAL. | | | |
| Trap Doors | X | | | X | | | | | | | | |
| Diaphragms & Canvas | X | | | X | | | | | | | | |
| Platform | X | | | | | X | COR | RODED. | | | | |

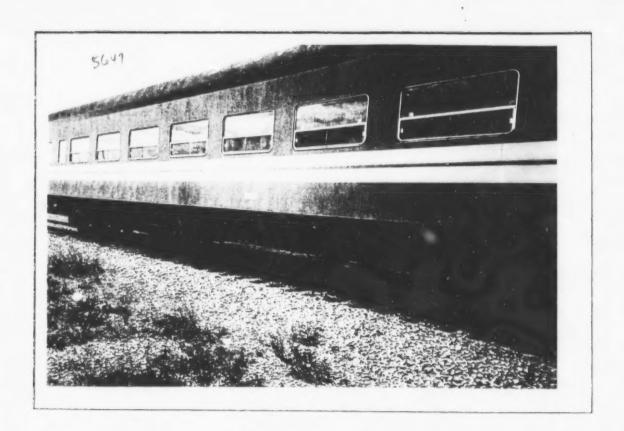
| | | SITUATIO | | | NDIT | | |
|---------------------|-----------|--------------------------|------------|------|-------|------|--|
| TRUCKS | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 4-Wheels I.S.H. | X | | | | X | | MILEAGE WEAR 50%. |
| Castings | X | | | | X | | |
| Springs | X | | | X | | | |
| Wheels | X | | | X | | | |
| AIR BRAKES | Intact | SITUATIO Cannibalised | Vandaksed | Good | Pair | Poor | REMARKS |
| D-22 System | X | | | X | | | |
| Control Valves | X | | | Х | | | DUE C.O.T.S. |
| Reservoirs | X | | | X | | | TO CLEAN AND TEST. |
| Hand Brakes | X | | | X | | | DUE PERIODIC TESTS. |
| | | SITUATIO | ON | | NDIT | | |
| HEATING | Intact | Cannibalised | Vandaksed | Good | Fair | Poor | REMARKS |
| Steam | X | | | | | X | TO OVERHAUL. |
| Floor Heat Coils | | | | X | | | TO FLUSH AND TEST. |
| Overhead Coils | | | | X | | | TO FLUSH AND TEST. |
| | SITUATION | | | CC | NDIT | ION | |
| AIR CONDITIONING | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Freon 12 System | X | | | X | | | ENVIRONMENT ISSUE. CONSIDER CONVERSION TRANE SYSTEM. |
| Condenser | | | | X | | | TO CLEAN AND TEST. |
| Evaporator | | | | X | | | TO CLEAN AND TEST. |
| Compressor | | | | X | | | TO BENCH OVERHAUL. |
| | | SITUATIO | | | DNDIT | | |
| ELECTRIC | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| 110/220 Volts DC | X | | | X | | | |
| DC Generator | Х | | | | X | | 25 kw BRUSH TYPE TO BENCH OVERHAUL. |
| Batteries | | X | | | | | REMOVED. |
| Control Panel | X | | | X | | | REMOVED. |
| Lighting | X | | | X | | | TO TEST AND SERVICE. |
| Main Blower Fans | X | | | X | | | TO TEST AND SERVICE. |

| | | | CIDNC | | | | |
|----------------------------|-----------|--------------|------------|-----------|-------|------|------------------------------|
| ELECTRIC Con't | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exhaust Fans | X | | | X | | | TO TEST AND SERVICE. |
| Refrigeration | | | | | | | N/A |
| Microwave | | | | | | | N/A |
| Inverter / Alternator | | | | | | | N/A |
| Appliances | | | | | | | N/A |
| | | SITUATIO | NC | CC | DNDIT | ION | |
| WATER | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Water Tank & Casing | X | | | X | | | TO FLUSH TEST AND STERILIZE. |
| Plumbing | | | | | | | SECLUDED. |
| riditioning | | | | | | | SECLUDED. |
| Toilets | | | | | | | 250111050 |
| Basins | | | | | | | SECLUDED. |
| | SITUATION | | | CONDITION | | | |
| COSMETICS / AMENITIES | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Exterior Paint | | | | | X | | FADED. |
| Seats | X | | | X | | | 76 MONT ROYAL. |
| Upholstery | X | | | | X | | TO CLEAN. |
| Carpets | X | | | | X | | TO CLEAN. |
| Interior Finish | | | | | X | | NEEDS COSMETIC ATTENTION. |
| | X | | | | | X | BOTTOM SLIDING SEIZED |
| Sashes End Door and Locks | X | | | X | | | |
| Washroom Doors and Locks | | | | | | | SECLUDED. |
| Window Blinds | X | | | X | | | |

| | SITUATION | | | CONDITION | | | |
|---------------------------|-----------|--------------|------------|-----------|------|------|---------|
| POWER PACKAGE | Intact | Cannibalised | Vandalised | Good | Fair | Poor | REMARKS |
| Engines / Transmission | | | | | | | |
| Engine Pans | | | | | | | |
| Spicer Shafts | | | | | | | |
| Air Compressor | | | | | | | |
| Fuel Tank | | | | | | | |
| Exhaust System | | | | | | | |
| Brake Control Valves | | | | | | | |
| Event Recorder | | | | | | | |
| Bells / Horns | | | | | | | |

| OTHERS | Υ | | | |
|------------|-------------|-------------|---------------|----------------|
| WHEEL DATA | L1 – 1¼ IN. | L2 - 1½ IN. | L3 - 11/4 IN. | L4 - 1 1/8 IN. |
| | R1 - | R2 - | R3 - | R4 - |

| Inpected By: | |
|--------------|--------|
| (Signature) | (Date) |







Appendix II

List of tools & unit costs





The following is a list of tools and approximately cost to start up a general mechanical operation a the form Gordon Yard Diesel Shop. The cost of tooling is based on new tools, however cost could be reduced by approximately 50% if found in the used market.

| Quantity | Item | Price per |
|----------|---|-----------|
| 1 | 600lb 2-stage fork lift | \$26,000 |
| 1 | Grit blst cabinet | \$3,500 |
| 1 | Master mechanical tool set std. | \$11,500 |
| 1 | Master mechanic tool set metric | \$4,500 |
| 5 | 50-ton air jacks | \$2,800 |
| 1 | 13 in. metal cutting band saw (3 hp) | \$2,000 |
| 1 | Shop drill press (3 hp) | \$4,500 |
| 1 | 10 in. table saw | \$1,200 |
| 2 | Electric welders (550 v. 3 phase) | \$1,200 |
| 2 | Oxy-acetylene cutting and weld | \$580 |
| 1 | Large bench grinder (3/4 hp) | \$600 |
| 1 | ½ in. drive angle air wrench | \$400 |
| 1 | 7 in. angle grinder (electric) | \$250 |
| 2 | 8 in. bench vises | \$500 |
| 2 | ½ in. air impact wrenches and sockets | \$1,200 |
| 1 | 1 in. air impact wrench and sockets | \$1,500 |
| 2 | ½ in. electric hand drills | \$240 |
| 1 | 1 in. electric hand drill | \$790 |
| 1 | 55 ton shop press | \$2,800 |
| 2 | 1/2 in. torque wrenches | \$250 |
| 1 | 1 in. torque wrench | \$1,000 |
| 1 | 1 in. torque multiplier (4*1) | \$1,400 |
| 1 | Ratchet pipe threader set & dies | \$1,600 |
| 1 | Set inside & outside micrometers | \$2,900 |
| 2 | Set of magnetic dial indicator | \$250 |
| 1 | Digital hand tachometer | \$470 |
| 1 | Portable hydraulic ram (50 ton) | \$1,700 |
| 1 | 7 ¼ in. circular saw | \$240 |
| 2 | Digital multipliers | \$250 |
| 1 | Parts washer | \$1,500 |
| 2 | 6 ton lever chain hoist | \$1,100 |
| 1 | 8 amp. Reciprocating saw | \$250 |
| 1 | Air hydraulic pop rivet gun | \$1,100 |
| 1 | 110 piece tap & die set (std. & metric) | \$1,500 |
| 1 | Tube cutting & flaring kit | \$120 |
| 1 | 1,000 lb. Ratchet puller | \$220 |
| 1 | 2,000 lb. Ratchet puller | \$340 |
| 1 | 1/2 in, impact sockets 3/8 to 1 1/2 in. | \$220 |
| 1 | 1 in. impact sockets 7/8 to 2 3/8 in. | \$1,100 |
| 1 | Punch & chisel set | \$270 |
| 1 | Heavy duty soldering gun | \$90 |





| Quantity | Item | | Price per |
|----------|----------------------------|-------|-----------|
| 2 | 600 lb. bottle jacks50 | | \$50 |
| 2 | Lever type grease gun | | \$30 |
| 1 | Hand held metal jig saw | | \$240 |
| 1 | Bolt cutter 36 in. | | \$70 |
| 1 | Shopvac cleaner | | \$800 |
| 1 | Set "C" clamos | | \$400 |
| 2 | Sledge hammers 12 & 20 lb. | | \$70 |
| | | Total | \$99,480 |

This list does not cover specialized tools required to perform maintenance on specific pieces of equipment such as RDC's, coach cars ALCO, General Motors or General Electric locomotives.

Tools and Equipment available at Gordon Yard

| Quantit | y Item |
|---------|--|
| 1 | 10 ton overhead crane on flat area |
| 1 | 15 ton overhead crane over no. 2 & 3 pits |
| 1 | 15 ton overhead crane over no. 11 & 12 pits |
| 1 | Enclosed locomotive wash bay on no. 9 pit |
| 1 | Large drying oven |
| 1 | Small parts paint booth |
| 1 | Locomotive radiator lifting jig |
| 1 | Large steam cleaning room |
| 1 | ½ ton jib crane wheel bay area |
| 2 | Complete drop tables |
| 1 | Grease cart |
| 1 | Buffing wheel grinder no 11 pit |
| 2 | Foamite fire fighting carts |
| 8 | Oil and water dispensers |
| | Several lifting chains and slings |
| 5 | Portable wheeled jacking stands |
| | Several small metal benches, tool and parts cabinets |





Appendix III

List of carriers and number of locomotives





The following are the carriers (freight and passenger/tourist) that have operations within an approximate 500 mile radius of Moncton and their approximate locomotive numbers (where known).

Freight

- ➤ Bangor & Aroostook 42 locos
- Canadian National Railway (in the area) 194 locos pass or stop per week
- > Cape Breton and Central Nova Scotia Railway (Railtex) 23 locos
- ➤ Cape Breton Development Corporation 8 locos
- >Chemin de fer Baie des Chaleurs Inc. (SCFQ) 4 locos
- >Chemin de fer de la Matapédia et du golfe (SCFQ) uses NB East Coast Railway locos
- >Corporation des chemins de fer de la Gaspesie (SCFQ)
- > Eastern Maine Railway
- ➤ Maine Central (Guilford Rail System)
- >New Brunswick East Coast Railway (SCFQ) 43 locos
- New Brunswick Southern Railway Company Limited 15 locos,
- ➤Van Buren Bridge Company (operates CP line between Grand Falls and Cyr Jct. NB) 1 loco
- >Windsor & Hantsport Railway (Iron Road) 12 locos

Passenger/Tourist

- >Adirondack Scenic RR 5 locos
- >Evangeline Express (W&H seasonal service)
- > Conway Scenic, North Conway, NH
- Salem & Hillsborough Railroad (New Brunswick Div. Of CDN RR Historical Assoc.) 2 locos
- >VIA Rail Canada Inc. (in the area) 36 locos per week run past in summer, 24 in winter
- ➤White Mountain Central RR Inc. 2 locos (steam only)
- (VIA is planning a tourist/excursion rail service between Truro & Sydney NS. Its progress is unknown at this time.)

Private Companies

- ➤ Abitibi-Consolidated, Bathurst NB 1 loco
- ➤ Brunswick Smelting & Fertilizing , Belledune, NB 1 loco
- ➤ Miramichi Pulp & Paper, Miramichi, NB 1 loco
- ➤ Eagle Forest Products, Miramichi, NB 1 loco
- ➤ Potcan Potash Company, Penobsquis, NB 1 loco
- ➤ Potasco, Courtney Bay Potash Terminal, Saint John, NB 1 loco
- >Stone Container Canada Inc., Bathurst NB -
- ➤ National Gypsum, Dartmouth, NS 1 loco
- >Fundy Gypsum, Hantsport, NS (switched by 1 W&H loco)
- Fundy Gypsum, Windsor/Mantua, NS 5 locos
- ➤ National Gypsum, Milford Station, NS 2 locos
- ➤ Georgia Pacific, Point Tupper, NS 1 loco
- > Sysco, Sydney, NS 5 locos
- ➤ Lavalin, Trenton, NS 2 locos





Appendix IV

Other Companies with diesel engines repair requirements



Full list of major companies in the area that may have need of diesel repair

- ► Halifax Shipyard Hailfax, NS
- Saint John Shipbuilding Limited Saint John, NB
- Scotia Trawler Equipment Lunenburg, NS
- >Lunenburg Foundry & Engineering Ltd. Lunenburg, NS
- >A.F. Theriault & Son Ltd. Meteghan River, NS
- >Thomas Equipment Ltd. Centreville, NB
- ➤ Rocan Forestry Services Dieppe, NB
- Maritime Farm Supply Ltd. Moncton, NB
- Snyder's Shipyard Bridgewater, NS
- > Rosborough Boats Halifax, NS
- >Maritime Welding Bathurst, NB
- >Atlantic Mack Sales Fredericton, NB
- ► Hawkins Truck Mart Limited Fredericton, NB
- > Valley Equipment Limited Hartland, NB
- >Maritime Utility Fabricators Oromocto, NB
- Campbellton Welding and Machine Shop Ltd. Campbellton, NB
- Engine Machine Shop & Supply Ltd. Fredericton, NB
- >Sansom Equipment Limited Fredericton, NB
- > Detroit Diesel Allison Canada Dartmouth, NS
- >Steel & Engine Products Limited -Liverpool, NS
- > Creighton-Carter Ltd.- St. Stephen, NB
- Fleetline Parts & Service Digby, NS
- >W. & A. Moir Ltd. Dartmouth, NS
- > Buses Galore Saint John, NB
- >Ayr Motor Express Woodstock, NB
- ➤ Brookville Transport Limited Saint John, NB
- > Jardine Transport Ltd. Fredricton, NB
- >K & T Transport Ltd.- Plaster Rock, NB
- ➤ Midland Transport Limited Dieppe, NB
- > Woodstock Transport Limited Woodstock, NB
- Connors Transfer Limited Stellarton, NS
- ➤ G.W Holmes Trucking Ltd.- New Glasgow, NS
- >Lyle B. Eisener Trucking Inc.- Bridgewater, NS
- >S & M Trucking Ltd North Sydney, NS
- >Tom Macdonald Trucking Ltd Sydney, NS
- Custom Fabricators & Machinists Saint John, NB
- >Waterview Machine Works Yarmouth, NS
- ➤ Caraquet Marine Caraquet, NB